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At first sight, the relative lengths of the two sections are rather disproportionate. The British part measures only 22 miles, whereas the Chinese length is no less than 80 miles; but, taken on the whole, the former section has presented more formidable obstacles to the constructors than those which confront the engineers of the Chinese section. Now that the Railway is an accomplished fact, we think that scarcely too much importance can be attached to the part which the New Territory is going to take in the future development of our Colony. Before the advent of the Railway, it appeared as though the country were to be allowed to lie fallow, serving merely as a defence buffer for protection of Victoria against belligerent attack. For several years after its cession, very little was done to open up the country. Police stations were built at different strategic points, land holdings were systematised, a road made to Tai-po, and telegraphic lines of communication established. But after that, everything appeared to stagnate. No further signs of progress were to be encouraged. It seemed that the New Territories were to be devoted solely to the purposes of military manoeuvres in winter and shooting parties in the game season. So far as the great majority of Hongkong residents were concerned it remained *terra incognita*; certainly the barren, frowning Kowloon hills that dominate the Peninsula keep well their secret of the fertile valleys lying beyond. But "a change came over the scene" when at last the Railway Convention had been signed and work had actually begun upon the railway route. Since then, numerous new roads have been constructed to replace the old rough bridle-paths, link up the various centres of population, and make easy access to the railway stations. Crazy wooden plank bridges or stepping-stones have given place to substantial new bridges and on every side are observable the signs of unmitigated activity and real progress in the development of the country. It is in contemplation also, we hear, to lay down a system of light railways which will act as feeders to the main line and provide easy means of communication throughout to Canton and the Hankow Railway. Though this part of the scheme has not yet been made public, there is little doubt that it will be ultimately accomplished. In the meanwhile, the stations on the British section of the line will be Tsimshatsui (the Kowloon terminus) and Yau-mat, on this side of the tunnel; then Sheung-wai (opposite Shatin), Tai-po, Tai-wah, Fanling and Lo-fu Ferry, just beyond which lies Sam-chun City, at which point the first station on Chinese territory will be built. Once the Railway has been connected up and direct and speedy communication established between Hongkong and Canton, we can imagine that an immense impetus will be given to the still further opening-up of our New Territory. Just as in Europe or America we see new industries and new towns springing up along the railway routes, so in the case of the Kowloon Railway a similar development is not at all beyond the realms of possibility but on the contrary very much within them. It is not to be supposed, of course, that any of our great industries will be transferred over there hither, but what we mean to infer is that many of our minor industries which necessarily have had to remain in the more congested districts will be enabled now to go farther afield without incurring excessive charges for transit of materials. There is in the New Territory a vast area of cheap land available for almost any purpose and the Government likely to be backward in affording every possible facility towards accelerating the development of the country and attracting new capital and industries to the Colony. Another important outcome of the Railway operations should be the exploitation of the New Territory as a suburban residential district for overcrowded Hongkong. Whether any great sanatorium should or should not ever be erected on the inland hills, it is at least quite within the bounds of reasonableness, as we have before said, to foretell that many country residences will spring up in time to come along the railway route, traversing as it does some most beautiful and picturesque country.

### KOWLOON RAILWAY RATES.

(3rd October.)

On Saturday last we published some details of the rates to be levied for passenger and luggage traffic on the British section of the Kowloon-Canton Railway. The rates as laid down may be, and possibly will be, subject to material alteration once the Chinese section has been linked up with the British section and experience has been gained as to the running of the Railway on this side of the boundary. On the whole, the tariff as arranged is not unequitable and appears to have been framed from the tariffs of the Federated Malay States programme—a most estimable guide—and from the Indian railways. It is, however, open to criticism in several respects, chiefest of which is excessiveness of prices. We have now for the first time an official statement regarding the stations and their *locus* on the map; and the following is the list with their respective distances in miles from Kowloon Ferry Station:—Kowloon Ferry Station; Hung Hom (Blackheads), 1.00; Yau-mat, 2.42; Shatin, 7.22; Tai-po, 13.27; Tai-po Market, 14.09; Fan Ling, 18.73; Lowu, 21.78. We have pointed out before that one of the main sources of revenue for the line being at least will be found in the week-end picnic parties who are sure to take full advantage of those opportunities which the Railway affords of getting into the Territory expeditiously and comfortably as against the old slow method of paddling up the Sam-chun River on a flat-bottomed boat or trudging

the weary eighteen miles to Tai-po on foot by way of Shatin Gap. The schedule reads that return tickets will be issued to first and second class passengers at one and a half single fare, and are available for return up to the day after date of issue. The following rates will apply to picnic parties of five or over to Tai-po or Lowu, but previous application must be made before the privilege will be granted:—Five first class returns to Tai-po \$10, and each passenger over five \$2; five first class returns to Lowu \$15; and each passenger over five \$3; five second class returns to Tai-po \$5; and each passenger over five \$1; five second class returns to Lowu \$7.50; and each passenger over five \$1.50. To charge \$2 per head for a picnic party to Tai-po is on the face of it ridiculous. One can travel thence by ricksha with three coolies for \$3, or to Lowu by the new road for \$4. We think that a dollar would be ample charge for the journey by rail to Tai-po and would be more productive of revenue as well. One peculiar clause in the regulations reads thus:—"Every person who shall smoke or shall chew tobacco, opium or other like substance either inside a waiting room or in or upon any of the carriages belonging to the Railway which may be specially provided for females or non-smokers, or shall expectorate in any waiting-room or in or upon any railway carriage or upon any railway platform, shall be liable on summary conviction to a penalty not exceeding ten dollars for each offence; and if any person persists in infringing this regulation after being warned to desist by any railway official or passenger, such person, in addition to the liability above mentioned, may be removed by any such official from any such carriage and from the premises appertaining to the railway, and shall forfeit his fare." This appears to imply that the smoker is going to have a very bad time indeed. Some smokers never expectorate. Others do. In a general way, it may be said that all Chinese men are tobacco smokers. Nearly all Europeans out East indulge in the habit. Yet if a smoking individual expectorate on any railway platform he is liable to a summary fine of ten dollars. Meanwhile the non-smoker apparently expectorates with impunity wherever he chooses, whilst the tobacco-loving subject is penalised. "Tis a strange world, say masters." It is a good thing to see that the management have rigorously set their face against the chit system, for we read in the regulations that cheques, drafts, or orders for payment of money are not received at stations, except with the previous special sanction of the General Manager. The compiler of the rules has been polite enough not to employ the word "chits" but instead terms those familiar documents as "orders for payment of money." In a general sense, this regulation is strictly regular; but we fail to see why cheques or drafts should be refused, especially where big consignments of goods are in question. It is to be anticipated that a large proportion of the goods in transit to Hongkong from the hinterland will consist of country produce; therefore the following rule is particularly interesting:—"Bona-fide country produce, including poultry accompanied by passengers, and packed in either crates, cages or baskets, each package not exceeding 70 pounds, or half a picul, in weight, will be charged at the rate of ten cents per package for any distance on the British section. Packages exceeding 70 pounds, but not exceeding 140 pounds, in weight will be charged double the above rate." But why put in the pin hard and fast at the 70lb. mark. Surely a passenger who is conveying a 70lb. or 72lb. package is entitled to pay for the extra pound or two in excess without being called upon to pay double for the whole. This is one of the minor matters that call for rectification. Then we come to a clause which states that dogs will be carried by passenger trains and charged for at third class fare each. They will be conveyed in the guard's van or in the dog's box, and must be furnished with collars, chains, and muzzles if required. Passengers are not allowed to take any dog into a passenger carriage. This regulation is going to bear very hardly upon the sportsmen of the Colony, who will be sure to take advantage in numbers of the facilities afforded by the new Railway for getting into the game country and who may have as many as half a dozen dogs along with their party when going on a shooting expedition. However, we have no Sporting League here to conserve the interests of sportsmen, so it must be left to themselves to protest against the dog tariff.

### SOURCES OF REVENUE.

(4th October.)

Mr. Lloyd George when he declared his policy of "robbing the hen-roosts" of the rich was very much laughed at. However, he has carried out his scheme in a very effectual manner with wholesome effects upon the moneyed classes in Great Britain. Meanwhile we whose lots are cast in the hotter shades of the Crown Colonies are puzzling our brains as to which hen-roost is the best to rob in order to enhance our dwindling income. So far as Hongkong is concerned, His Excellency Sir Frederick Lugard did not evince any hesitancy when he established a Revenue Department and abolished the free import of spirituous liquors to compensate in some part for the loss of revenue involved in the closing down of the opium divans, from which previously a fair modicum of the Colony's revenue had been derived. That the restrictions thus put upon liquor consumption has had any good effect upon the general sobriety of the community remains a moot question; for the return of our Revenue Department have

remained quite so far. Certainly to all appearances the increased price of liquors has not conduced to a cutting down of their consumption. The main effect which the new law has achieved is to make many licensees of second-class hotels desirous of giving up their goodwill, so stringent are the regulations and so excessive are the licensing fees. No doubt His Excellency was within his rights in instituting a new form of taxation in whatever shape appeared to him the most reasonable; and, seeing that the opium trade had been already heavily penalised, the liquor traffic was perhaps best able to bear the brunt. At the same time, we have got to remember that the special taxation of one section of our Colonial community is unjust. The small licensee who has to pay a preposterous fee and the man who likes his whisky and soda or a modest bottle of beer are equally victimised by the new tariff, and the cruelty of it all is that it is the poor man who suffers. The rich are practically immune from the enhanced prices of liquors resultant on the operations of the Revenue Department. In their own homes the increased rates are non-observable, while in the case of a man working for a monthly wage he is everlastingly confronted with the fact that he has to pay fifty per cent. more than hitherto for his liquor. We have to thank our stars, nevertheless, that we have such an admirable administrator as Sir Frederick Lugard at our head. He has done his best in the Colony's interests and his best has not been little. As regards the sources of revenue, however, it is informative to glance at the movement that has taken place in our neighbouring Crown Colony of the Straits Settlements. There they have been suffering like us from a threatened revenue deficit and the Government were forced to cast about to discover new "hen-roosts to rob." Sir John Anderson, admittedly one of the premier financiers in the ranks of all our Colonial administrators and his reputation as such rests on a solid basis; so much so that Sir Michael Hicks-Beach (now Lord Aldwy) with his great experience as Chancellor of the Exchequer could not let slip the opportunity of paying Sir John a high compliment when sitting as umpire in the Taoyong Pagai arbitration case a few years ago. Now, when it comes to a case of raising additional revenue in the Straits Settlements, Sir John Anderson does not attempt to interfere with the freedom of the Port, which by the way has got formidable rivals in the Dutch possessions—notably Sabang—but he proposes a new tax which will apply to all and sundry whether British or not. In his Budget speech in Council His Excellency said:—"It is our aim to see our ports free to the ships of all nations to come and go as they list, paying only a reasonable price for services and facilities rendered. For that policy we must be prepared to make sacrifices, and while our revenue other than opium shows gratifying increase, we cannot hope that its expansion will enable us to meet the steadily increasing requirements of a progressive community, and also fill the void which will result from the falling off in our revenue from opium. Retrenchment has been pressed as far as possible and we must be prepared to find some other source of revenue to replace what we must lose as the consumption of opium falls with the progressive increase in price due to restricted output. The burdens already placed on the owners of house property and those that must be added to them to enable us to deal with the urgent problems of sanitation, render it undesirable even if it were justifiable to place a further charge on this particular class for the benefit of the community generally. The only sound policy of taxation is to distribute the burden over the community as equitably as possible, and the best known instrument for that purpose is an income tax. As I have said, we cannot meet our requirements for next year, but only by rigid economy and cutting out many works that are highly desirable, and even urgent. We feel that if the efficiency of the administration is to be maintained we must be prepared in 1912 to find the means of filling a possible, even a probable deficit, which will probably grow as the years go on. To organise an income tax department and make the necessary assessment is a work of some time, and we shall shortly lay before you proposals for that purpose which the consideration of the Government." As His Excellency points out it is undesirable even if it were justifiable to place an impost upon any particular class for the benefit of the community generally; yet this is exactly what has happened in Hongkong, where the sins of the many have been visited upon the few.

### THE OPIUM TRADE.

(5th October.)

As time goes on, the opium problem appears to be fraught with new and newer difficulties. In Hongkong, since the divans were abolished, the question has arisen as to what constitutes a divan. In the old accepted term, a divan was a place of public resort for the smoking of opium, where the smoker could buy his own drug and smoke to his heart's content. But now under the freshly imposed anti-opium laws all those places have been closed, and the Opium Farmer, consequently penalised. We have before referred to this subject and we would be the last to wish that anything should be permitted to stand in the way of any sincere endeavour on the part of China to eradicate the opium habit from amongst her people. The question is, whether or no the anti-opium movement is directed against the evil as such or against the importation of Indian opium as opposed to the native

product. Our Home Government did not appear to entertain any doubt upon the subject, for they summarily ordered the divans to be closed and the exports of Indian opium to be decreased annually by so much per cent. That both of these measures have so far failed to effect their ostensible purpose is shown by the fact that the imports of foreign opium into China have actually increased within the past year, whilst the closure of the public divans has led to the adoption of an evasive scheme whereby the regulations can be circumvented. The opium-smoker has now no longer any licensed divan to which he can resort, so he betakes himself to some house where he is supplied with pipe, lamp, and the other paraphernalia, carrying his own opium with him. No fee is charged for the use of this compartment, but in lieu thereof the smoker leaves the dross in the pipe when he takes his departure. The dross, it may be mentioned, is fairly valuable and after being re-made in conjunction with raw opium is of quite a saleable standard. The Police have been very active in instituting prosecutions against these unlicensed resorts, their contention being that the dross left in the pipe is the same as a fee. The Magistrate, however, has decided exactly opposite, with the result that the opium houses go on as merrily as ever. Of course, our local Government is powerless in the matter, for they imposed the Downing Street fiat against their will; and at the expense of their own pocket; but surely it must be apparent to the veriest Kexler Hall fanatic that it is far more preferable to have the opium habit under Police supervision in licensed divans than to allow it to be pursued broadcast over the Colony. In places to which the Police have no right of access. We cannot gather from recently published governmental returns how the consumption of opium in the Colony during the past eight months compares with that of previous years, but we take it that it cannot have shown much falling-off in view of the fact that the amount of chandu in transit through Hongkong during 1909-10 showed an increase. In Singapore and Penang during the present year there has been a considerable diminution in the consumption of opium, the figures for the first six months being 750,065 taels as compared with 777,483 taels for the corresponding period in 1909. In Malacca, owing to the employment of larger numbers of Chinese coolies on the rubber estates, the consumption has increased (77,352 against 50,720). The actual amount consumed last year was probably considerably higher than that shown by the above figures, which are taken from the Farmers' returns. There is reason to believe that the opportunities for smuggling chandu into the Colony are less favourable now than they were. At the beginning of the year the price of chandu to dealers was \$3 per tael. On April 12 the price was raised roughly by 50 per cent. The monthly sales immediately fell, but perhaps hardly to the extent which might have been expected. 125,857 taels were sold in April and 114,627 taels in May. Yet in spite of the fact that the imports from India are being cut down, the Governor of the Straits Settlements anticipates a "considerable expansion in the revenue derived from opium" next year. In Singapore, of course, they are in rather a different position from that which we occupy in Hongkong. There the Government have undertaken the preparation and sale of chandu. It is with interest that we gather from Southern papers that Great Britain has agreed to the American proposal regarding the Opium Conference at the Hague, but stipulates that the existing British agreement with China be excluded from discussion. In reference to the Conference it is stated that Britain has accepted the suggestion that the findings of the Shanghai Conference should be embodied in a Convention. Britain has also agreed that the traffic in cocaine and morphine, but it suggests that the Governments interested should previously investigate the manufacture of and trade in those drugs, so as to enable them to deal effectively with the matter. It seems only right that the British agreement with China should be omitted from the Conference deliberations. It concerns very gravely the finances of the Straits Settlements and of Hongkong as well as the trade of India. We have already seen how we in this Colony have been granted compensation for loss of revenue by the contribution of a single lakh of dollars as against an actual loss of two and a half lakhs, not to mention the losses sustained by individual firms in our midst; and it is only befitting that Great Britain should conserve the remnants of those privileges which she does enjoy under her agreement with Peking.

### MAGISTERIAL DECISIONS.

(6th October.)

The position of the British legal functionary is such that any decision of his is presumed to be in accordance with legal principles and for that reason cannot be debated except through the usual channels prescribed by the country's legislation. The average dispenser of the law enjoys such a degree of confidence that there can be no question about the strict impartiality of his decision, and rightly so, as these positions of trust are generally filled by unbiased and sound-headed men. But there are occasions when the evidence in a case is so preponderant in a particular direction, that a Magistrate's ruling is on the face of it almost incomprehensible to the mind of the layman, who, unlike his legal prototype, is purely inspired by the dictates of common sense and not the hard precepts of law. We are led to make these remarks by a case which has been brought to the notice of the Bench for the first time brought out, ought to prove of

sufficient public interest to merit the attention of the Government. The facts of the case are that two chair-bearers were brought up before one of the local Magistrates on a charge of disorderly conduct. After having weighed the evidence for the prosecution, the Magistrate in question held that the defendants' conduct did not come within the meaning of the section under which the charge was formulated and thereupon discharged the men. Now let us consider the facts as they were stated. According to the complainant's story, it appears that the defendants' vehicle was engaged in a certain part of the city and after getting into the conveyance, the coolies were directed to proceed along a certain thoroughfare but the latter refused to obey and insisted on going in a "direction opposite to what was required." The victim of the incident after all his efforts had failed to produce an effect on the stoical ones, appealed to an Indian constable and the latter's authority, after having shown a good deal of happy indifference, finally prevailed on the obstinate fellows. The victim, however, was not content in leaving the matter there and instituted proceedings against the responsible parties, with the result already stated. In the course of the proceedings, the magistrate, doubtless with the object of thoroughly satisfying himself on the point, inquired of the constable, who was summoned as a witness, whether in his opinion the defendants were guilty of disorderly conduct and the witness' reply was distinctly favourable to complainant's case, as the constable, who could be presumed to have no axe to grind, unequivocally stated that he thought defendants' conduct extremely disorderly and gave good grounds to substantiate his statement. The wording of the charge was as follows:—"Behaving in a disorderly manner whereby a breach of the peace might have been occasioned." Those words "whereby a breach occasioned" are extremely significant. Now without laying a claim to the same deep knowledge of the technical points of law as the Magistrate who tried the case, we can state without fear of contradiction that in face of the evidence adduced, the case was clearly one in which a public disturbance might have been caused. But that it should have been held to be otherwise is one of those legal solecisms which might possibly have led a certain genius to give expression to the sentiment that the law is a ass. It is not easy to understand by what mystic process of reasoning the coolies' conduct was legally held as not constituting a breach of the public peace when we are in a position to know that the delinquents actually showed fight to the victim and treated the majesty of the law with cool contempt. It was only the other day that Hon. Mr. E. A. Hewitt ventilated a general grievance felt all over the Colony when he referred to the insolence of chair-bearers and ricksha-pullers in the course of the introduction of the Budget and coming so soon after the laying on the hon. member's complaint before the Legislative Council, the sedan chair fraternity of the Colony have scored a decided success, for the news of the incident is bound to spread like wildfire among them and will have the effect of emboldening them to further and greater mischief. Regret is sometimes expressed on account of the disinclination of the general body of the public to bring the culprits, whose contempt for authority is reaching alarming dimensions, before the Magisterial ken, but is their conduct surprising when one considers the legal loopholes which are constantly afforded them by the law? In nine cases out of ten, the complainants are not likely to derive much satisfaction from the institution of proceedings. We have no desire to question the bona-fides of this Magistrate concerned, of whose abilities as a Public Officer we hold the highest opinion. Neither do we wish to dispute the magisterial decision, or the reasons which might have led to it; but we do regret that he should have thought fit to dismiss the summons without the administration of even so much as a caution. Such actions, no matter how well-meaning they may be, afford no little encouragement, if not a direct incentive, to the class of people who are the subject matter of this article to continue with impunity their mischievous doings. However, it is possible that the Magistrate overlooked the point and we have no doubt that the necessary precautions will be observed in future. The fact, however, remains that so long as the Government declined to remove the obstacles placed in the path of residents, so long will this wretched state of affairs continue, to the extreme annoyance of a suffering community. To say that the law does not provide sufficiently strong machinery to effectively deal with these cases of flagrant insubordination is no answer to our argument. If the Government cannot see their way to alter the law, they should at least initiate some system whereby the community can be assured of a sensible view being taken of their case, for, in law, it can sometimes be proved with comparative ease that black is white and nobody be any the wiser. We sincerely hope that in the event of one of the unofficial members of the Legislative Council pursuing these lines, he will take up the matter at a future meeting of Council with a view to rectifying a condition of affairs which is unsatisfactory as it is ancient.

### THE APPROPRIATION BILL.

(7th October.)

Criticism is to be expected, must itself be unavoidable. However honest and however well intentioned, it is doomed to failure, and may even run the risk of ridicule if it is aimed at the "put on of action by the members of the Chamber of Commerce." The hon. member representing the Chamber of Commerce is known to be

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### OFFICIAL OPENING OF THE KOWLOON RAILWAY.

(1st October.)

The official opening this afternoon of the British section of the Kowloon-Canton Railway represents an epoch-making event in the Colony's history. In it we see at last the realisation of years of unfulfilled expectancy, and the successful consummation of a scheme, beset from its beginning with difficulties and carried out in despite of almost insuperable obstacles. True, we cannot describe the Kowloon Railway as complete until the Chinese have brought their section down to the boundary and the two have been connected up. But we on our side have accomplished our part of this great undertaking, and before very many more months have elapsed we should be in direct railway communication with the Capital City of Canton.



of Japanese men during the 1960s  
 revolution up to this date by the  
 leaders of the Vietnamese people.  
 The 26th edition of the book also  
 contains 1200 pictures, 100 maps



## NOTES BY THE WAY.

## CRITICS OF THE GOVERNMENT.

The unofficial members of the Legislative Council, continue to amuse themselves by directing their shafts at the contents of that little bill, or of anticipated expenses known as Hongkong's budget. The Estimates Bill has not yet passed through all its stages and while it is undergoing its usual ordeal, it is interesting to observe the views of the unofficial members of Hongkong's Legislative body. At the last meeting of Council on Thursday afternoon, the hon. member representing the Chamber of Commerce, waxed indignant over the shabby treatment meted out to the Colony by the Imperial Government, with regard to the option question. The "substantial contribution" of which so much was made out appears to be the sum of about a lakh of dollars. That may appear equitable to the eyes of the Imperial authorities, but the latter's attitude of haughty indifference does not exactly coincide with the views of the unofficial members of Council by reason of the fact that the losses incurred in respect of revenue derivable from the option traffic are much greater than the amount of compensation voted by the House of Commons, which can therefore scarcely be considered adequate for the Colony's crying needs. However, it is not likely that our voters will reach the distant walls of Westminster. Time alone will demonstrate the fallacy or otherwise of a policy which has been aptly described in the words "Oh, your people's morals and our money."

## A MUCH-MALIGNED BODY.

The Police Force of the Colony has come in for a good deal of criticism at the hands of some of the unofficial members during the Budget discussion. The statement by one of the members that European ladies could hardly walk on the streets owing to frequent cases of assault was too far-fetched to merit much consideration. Apparently it was too sweeping a declaration to bear the impress of truth, or of correct information. It is true that the state of affairs complained of does obtain to a certain extent but the trouble is certainly not reached those dimensions as are suggested by the words of the hon. member in question. Apropos of this, the fact that the Police have received no reports as to the alleged strange doings of an amorous band of Indians at Kowloon sheds an interesting light on the remarks which appeared in the Imperial columns of one of the journals published in the Colony. The licence of chain-brained and irresponsible journalism, an ancient and established nuisance, and their conduct, as one of the unofficial members put it, truly showed a contempt for authority, if that authority is indeed ever exercised. But the matter is essentially one to which the general body of the public should move, the Police being practically helpless to abate the nuisance to any appreciable degree. The present Police Force would indeed require to be doubled or trebled before all the little delinquencies committed every day in the year by this incorrigible class of people could possibly come under their notice. It is very evident that the Police are not doing their duty in the matter, but once a member of this insubordinate class of the community, the change would be automatic, as it were, and would surprise none so greatly as the unbelievers themselves. In Hongkong, I must once again repeat, at the risk of being accused of redundancy, everybody's business seems to be nobody's business.

## THE KOWLOON FERRY PIET.

It was with a sigh of relief that I received the welcome news that the new pier at the Kowloon Ferry pier rights intends to erect a decent structure in place of the present makeshifty matshed, which has done duty from time immemorial. Every year, on the advent of the typhoon season, large crowds of visitors as well as residents have been wont to congregate in front of the old structure and the psychological moment of the roof has been in the habit of collapsing with a thousand crashes, carrying all before it. In the accomplishment of rebuilding "Hi-Yah" from hundreds of Chinese thrills a fact that year in and year out the owners of the pier should have permitted the tragic performance to be repeated seems somewhat incongruous in itself. Nor is the Kowloon Ferry pier the only frail structure in the Colony. Only the other day a few of the Colony's worthy citizens escaped an unheeded immersion into the water below Murray Pier by a kind Providence that the pier was not hit by a big wave. It is to be hoped that the pier should have afforded hundreds of interested spectators an opportunity to inwardly anathematize a callous P.W.D. but seeing that that body, like a corporation has neither a soul to be damned nor a body to be kicked their efforts would probably not have proved of much avail.

## HONGKONG VS LONDON AESTHETICS.

Here in Hongkong the question of the "faint site" is sometimes discussed but the aesthetic art is evidently not confined to Hongkong. Lately, a great controversy has been raging in London over the appearance of a certain section of Buckingham Palace, as an indirect result of which a certain architect called John Nash who has long been dead has been placed in the unhappy position of having his memory generally reviled for by the author of the said building. A writer in an esteemed London journal was led to carry out certain investigations with regard to the matter and has made the interesting discovery that John Nash was not alive at the time of the perpetration of the architectural outrage and therefore scarcely deserved the unkind shafts of his critics. The writer in question also proceeds to make further remarks on the subject. He says: "One gentleman, who is for leaving things alone, remarks that what was good enough for Edward VII should be good enough for George V. This is rather an ingenious remark for it suggests that those who are improving or replacing the palace are not loyal to the memory of the late King. But one may ask—was the palace good enough for Edward VII? And apart from that, the suggestion contained in the remark I have quoted would have stopped all improvements in the past had it been acted upon. For instance, King Alfred is very generally revered, but would it do to say that what was good enough for King Alfred should be good enough for King George V? I think not, but in holding that the present King should have a better house than Alfred had I do not show any intentional disrespect to the memory of Alfred."

## A STRANGE OBJECTION.

The above is interesting but it is not all. We are told that there is a prospect of dispute as to who is to have the right to be regarded as a new stone of which the existing foot is formed. Some say the front portion of the Palace, which is generally admitted to be the worst feature of the Royal mansion, is constructed of Bath stone, while others contend that it is made of Caen stone. This is a delicate matter and it is not likely that the matter will be decided by a vote of the House of Commons. It is now the duty of the architect to decide.

We have also had the advantage of the considered views of an alderman of the London Council on this complicated matter. He blames to some extent the direction in which the Wall runs, saying: "The Wall runs nearly east-north-east, and the palace must face along it. The result of this is that at ten o'clock in the morning there can be no play of light and shade upon its face, while the bright sun of the summer day, the more gorgeous the winter sun, setting behind it, the more evil must it appear as a dead dark screen, blotting out the sky and closing the vista. So he suggests the cutting out of the corner, to let us have a look through! But if the alderman is yearning for a good vista the complete removal of the palace would meet his views better. If this cannot be done, and as I suppose it is not possible for an alderman of the London County Council to alter the course of the sun, or to twist the earth in some manner more convenient for Buckingham Palace, we had better leave matters alone. Indeed, so long as the present form remains the fact that the sun shines on it the better, for the building resembles Giltner's alderman's elderly, ugly daughter, who could only pass very well for forty-three when she was in the dusk with the light behind her. (It will be readily seen that the remedial measures suggested here are not so simple as in the case of the "faint site.") All this is very instructive reading. In London, they even try to alter the course of the sun.

## CASUAL CRITIC.

## THE DAIRY FARM CO., LTD.

## ANNUAL REPORT.

The report for presentation to shareholders at the (fourteenth) ordinary yearly meeting, to be held at the Company's Depot, 3, Lower Albert Road, on Saturday, 8th inst., at 12.30 p.m., is as follows:—  
The directors have pleasure in presenting to the shareholders a statement of the Company's accounts for the year ended 31st July, 1910.  
The profit for the year, after writing off \$1,387.07 for depreciation and bad and doubtful debts, and providing for directors' and auditors' fees, amounts to \$6,350.64, from which it is proposed to pay a dividend of one dollar and twenty cents per share, amounting to \$1,200.00; to transfer to a reserve fund \$1,000.00; and to carry forward \$3,950.64.  
Directors.—Dr. J. W. Noble and the Hon. Mr. Edward Osborne retire by rotation but are eligible for re-election.  
Auditor.—The audited accounts have been audited by Mr. F. J. Chapman, F.A.A., in the absence of Mr. W. Hutton Potts, who offers himself for re-election at this meeting.  
J. W. NOBLE, Chairman.

## PROFIT AND LOSS ACCOUNT FOR THE YEAR.

ENDED 31ST JULY, 1910.	
Dr.	
To Directors' and auditors' fees	\$ 2,707.00
Repairs and alterations	5,813.05
Land cultivation & improvement	1,417.10
Loss on subsidiary coils	747.32
Written off—	
Bad and doubtful debts	\$1,387.07
Share investments	394.00
Buildings	3,959.73
Furniture, machinery and stores	2,374.36
Balance	8,387.07
	\$63,506.64
Cr.	
By Balance from last year	\$ 1,850.01
Interest	2,029.58
July 31st.	
By Scrip fees	55.00
By B'd debts recovered	209.87
Balance of working account	77,741.78
	\$113,562.74

## BALANCE SHEET 31ST JULY, 1910.

Liabilities.	
Capital—	
40,000 Shares at \$7.50 each	\$ 300,000
Less \$2.50 per share not called up	60,000
	\$240,000.00
Unclaimed dividends	202.00
Cattle reserve	20,000.00
Fire and typhoon insurance fund	10,000.00
Accounts payable	44,751.11
Balance of profit and loss account	62,150.64
	\$7,773.75
Assets.	
Cattle	\$ 84,774.85
Buildings and property	\$133,860.73
Less written off	3,869.73
	30,000.00
Furniture, machinery and stores	\$ 9,047.13
Less written off	2,772.36
	18,000.00
Share investments and mortgages	\$ 62,825.00
Less written off	594.00
	67,731.00
Steam launch	3,000.00
Accounts receivable	44,427.16
Stocks on hand	54,594.64
	\$377,027.75

## ROYAL HONGKONG YACHT CLUB.

## ANNUAL MEETING.

Yesterday evening the annual meeting of members of the Royal Hongkong Yacht Club was held at the offices of the Union Insurance Society of Canton. Mr. A. Denison presided. The report and statement of accounts were approved. Hon. Mr. Kerwick was appointed Commodore, and the sailing committee was composed of the Commodore, Commodore, Eyles, Messrs. Denison, Rouse, Wedd, W. H. Bird, and Tucker. Messrs. Shields, Caldwell, Carpenter, Chichester, Martin and Pollock were appointed members of the racing committee. Mr. Wedd, K.C., was a distinguished guest, and Messrs. Jamieson and Johnson were elected deputy members. Mr. Stubbins suggested that a regatta be held in Tolo harbour on the opening day and pointed out that the Protector could take the yachts round on her deck, while the boats for the racing could be taken by rail. The opinion of the meeting was favourable to the scheme provided that it did not involve the yachts being towed. An assurance to this effect was given by Mr. Stubbins. Mr. Bree stated that the Protector could take five or six yachts and seven others. Open races for yachts and for rowing boats were also suggested.

A THIRTEEN-YEAR-OLD youth was awarded twenty strokes of the birch and 43 hours' detention at the Magistrate's last Saturday for catching a gold cat fish from a Chinese woman.

## ST. JOSEPH'S COLLEGE.

## AQUATIC SPORTS.

St. Joseph's College Swimming Club held their aquatic sports this year at Stonecutters on Saturday. The times in the different events were poor owing to the choppy sea. The event of the day was the 150 Yards Championship of the College which only three competed for: the winner, J. Tank, won the event with forty yards in spare from the second boy. On the whole the day's outing was very successful and the St. Josephians enjoyed themselves immensely. The officials were:—President, the Rev. Bro. Director; Judge: Rev. Bros. Cornelius and Austin; Starter: Rev. Bros. Paul and Disbiers; Timekeeper: Rev. Bro. Wilford.

The results are as follows:—

## 50 YARDS FOR BOYS UNDER 12 YEARS OF AGE.

A. Baumann	1
C. Geron	2
The winner won easily with over 5 yards to spare from the second boy.	

## 100 YARDS FOR BOYS UNDER 15 YEARS OF AGE.

J. Tank	1
R. Baumann	2
Nine boys started for this event. L. Daboo was second, but he was disqualified for fouling, and Baumann was awarded the place.	

## DIVING LLOYST RECOVERY.

R. Remedios	1
L. Daboo	2
The entries for this event were large and it proved exciting. The winner stayed under water for 35 seconds.	

## 150 YARDS (Open to all ages).

R. Baumann	1
L. Daboo	2
Baumann won easily.	

## NAT DIVING.

J. Head	1
C. Vas	2
300 YARDS (Open).	

R. Baumann	1
L. Daboo	2

This event resulted in an easy win for Daboo again.

## TUG OF WAR IN WATER—resulted in a draw between Haas' and Reyes' teams.

## SWIMMING IN PAIRS.

A. Baumann	1
L. Daboo	2
F. Silva	3
J. Tayne	4

## 50 YARDS (Open to beginners).

C. Geron	1
F. Remedios	2

## BLINDFOLD RACE.

E. Buij	1
G. Reich	2

## 250 YARDS Championship of the School.

T. Daboo	1
F. Buij	2

There were only three entrants for the race which resulted in an easy win for T. Daboo with 40 yards to spare from the second boy.

## CONVOLUTION RACE.

O. Eyles	1
K. Ralavantz	2

At the conclusion of the sports the Rev. Bro. Director presented the prizes to the successful winners, after which he spoke a few encouraging words to the boys, and the meeting ended with the usual cheers.

## BULLION.

Messrs. Samuel Montagu and Co's Circular dated London, September 8, contains the following:—

GLD.—About £800,000 in bar gold arrived from abroad. £50,000 was reserved for India, the remainder is expected to be all taken for the Continent. The price remained at 77½ p. oz. Sid.

The following amounts were received by the Bank of England:—

Sept. 1, £29,000 in bar gold

" 2, " 130,000 " "

" 3, " 133,000 " "

Sept. 4, £102,000 in sovereigns for Egypt.

Sept. 5, £50,000 in sovereigns for Constantinople.

Sept. 6, £40,000 in sovereigns for Egypt.

Sept. 7, £10,000 in sovereigns for Bolivia.

During the week there has been a net influx of £513,000.

Silver.—The price continues to derive support from its proximity to the parity of the China exchange. On several days silver was bought for this quarter; on others although actual orders failed to arrive, the probability of a consequent demand for silver, and dealings with the silver at lower rates, and dealings as the speculators, whose holdings are so huge, refrain from selling any considerable portion of their stocks, the market seems inclined to present a steady appearance.

The establishment of a premium on forward silver is to be accounted for, in the following manner. Obviously the proportion actually carried by these speculators themselves can represent but an extremely small fraction of the total silver demand, and the fact that their holdings and the London market, in of the bar silver, and the fact that the proportion of their commitments except on remittance.

There is no news of any material change in the Stocks in Bombay and Shanghai. The daily off-take at the former place, is only 65 bars a day.

The customs revenue of India is coming in very satisfactorily, and the returns show that three fourths of the revenues budgeted from the silver duty has already been realized.

A shipment of £25,000 has been made from San Francisco to Hongkong.

Messrs. Mocatta and Goldsmid's Circular dated London, September 8, says:—

The silver market has continued remarkably steady and the fluctuations in the price have been very small until today when there has been a recovery to 24½ for spot and 24½ forward.

Holidays in Bombay have restricted the orders from there, but the firmness of the China exchange has tended to harden the market and there has been a fair amount of buying for the Far East. There has also been some Continental buying and the offerings from America have been readily absorbed.

The difference in the quotation between spot and forward silver widened to ½, and in view of the large stocks held by speculators, ready silver seems likely to continue at a discount.

Gold has been in demand both for the Continent and elsewhere, and the Bank of England has only received £163,000 in bars which remained over from last week. On the other hand \$1,000,000 of the value of \$200,000 have been withdrawn from the Bank, chiefly for Egypt.

RETURN of visitors to the City Hall Library and Museum for the week ending the 3rd October 1910.

Library Museum

Nov-Chinese 322 245

Old-Chinese 181 512

Total 503 757

## MALACCA RUBBER PLANTATIONS.

## ANNUAL REPORT.

The ordinary general meeting of the Malacca Rubber Plantations, Limited, was held on 6th Sept. at Winchester House, Old Street, E.C.1, Mr. G. B. Dodwell (chairman of the company) presiding.

The Secretary (Mr. A. W. Copeland) read the notice convening the meeting and the auditors report.

The Chairman said: Ladies and Gentlemen, The report and accounts will, with your permission, be taken as read. From the report you will have observed that the net profit for the last year amounted to £77,805 10s, that the output of rubber was 216,900 lbs. realising an average price of 6s 6d per lb., and that the total area planted with rubber now exceeds 15,000 acres.

It was a time when the affairs of the Malacca Company were of importance only to our own shareholders. To-day—and the fact is not without its significance—I find, according to accounts which have appeared in the Press, that the whole market is very definitely interested in our results and our progress.

These results have not immediately responded to our declared expectations, and have consequently aroused criticism. So much of that criticism has been of a generous and natural character rather of regret than of censure, that your directors are conscious of an added incentive to continued effort.

You will not correctly appreciate the present position unless you understand and realise in its true proportion the work that has been done—a work that has its commencement in the transfer to your company, free of value, of the Keang Rim Estate. This, you will remember, was found to be necessary in order to adjust an original deficiency in the number of your trees and in the consequent completion of that estate in a manner which was a formidable task for one of your directors, he has the satisfaction of knowing that this estate is now one of your most valuable and promising assets.

It is, however, to the work of last year to which I wish to refer. In October (last year), after all our options had been secured, we called out to the effect that we would be responsible for the payment of further properties to the extent of £100,000, provided good value was offered. With the exception of the local planted area, which we acquired, the local management of the estate in our district, the purchase of which they could recommend. At that time, ladies and gentlemen, there was no such thing as the general boom in rubber, which has exercised so disturbing an influence as the beginning of this year, and you have the satisfaction of knowing that by a system of intelligent anticipation—all our new estates were acquired last year before the vendors suspected anything in the nature of an impending boom. In May of last year you had two estates; in October last year you had twelve estates; in October this year you had twenty estates. You have gained enormously, but you have suffered a few casualties.

## DIFFICULTIES OF EXPANSION.

The difficulties inseparable from such rapid expansion were unavoidable. It would not have been expected that such a large addition to your estates, involving so great an increase of responsibility upon our local management, could have been made without severely imposing upon their energy and capacity. Owing to the absence of proper supervision, due to the fact that so many members of the staff were engaged in taking over the new estates, a considerable number of your oldest trees on the Bukit Asahan Estate were not tapped with sufficient care, and the immediate influence upon subsequent production has caused an effect quite out of proportion to the actual facts.

At the beginning of this year I look back, opportunistically, while on my way to China, of spending three weeks in Malacca, and these trees were then being tapped. It was thought that a comparatively short rest would have been sufficient, and that even if the estimate of production for the year were not to be entirely realised, that the deficiency would not have been very large. In fact, a longer period of rest has been considered to be advisable, but you will be glad to learn that, according to our latest cable despatch, these trees are rapidly recovering.

A small number of them are ready for tapping, and the balance are expected to gradually come in by the end of this year. It is, however, to be carefully noted that these trees have been requiring rest not because they have been over-tapped, but because they have been not sufficiently carefully tapped, and you must clearly distinguish between that which occurs as a consequence of insufficient supervision and the result of a policy which might aim at securing the largest possible amount of rubber at the risk of jeopardising the vitality of the trees. (Hear, hear.)

No such policy has been adopted, or even contemplated, by your directors, and the circumstances which I have stated are not likely to again occur. (Hear, hear.)

I must add that it is undoubtedly the fact that we are taking a longer time than we had expected in training the tappers, but as efficient tapping is so essential, it must always be our first consideration. You can, however, now rely upon steadily increasing outputs. (Hear, hear.)

Two hundred thousand trees—about one-third of our total number—are at present being tapped. The labour force is satisfactory, and everything is being done to make it efficient and contented.

## CONDITION OF THE ESTATES.

The next question to which I wish to refer is the condition of your estates. A large amount of work has already been done towards getting all your estates in a satisfactory order, and a considerable amount of rest will be done. By the end of the year, however, you may expect to be far the greater part of your planted area to have been brought into a thoroughly efficient state. I spent the whole of my time visiting your properties, and it is difficult to convey to you an adequate idea of the magnitude of this undertaking. You are aware that the trees on all our plantations are free from disease—(hear, hear)—and that the quality of the latex is unsurpassed. (Hear, hear.)

The quality of the latex was shown in a Singapore show held only a few days ago in Singapore for your company's rubber. (Hear, hear.)

I came into personal contact with nearly all the members of your staff in Malacca; there are about fifty Europeans in your service out there, and a better set of men you will not find. With splendid energy and determination they are rapidly overcoming our few remaining difficulties. The installation of our own telephone system, placing all the estates in communication with the head office in Malacca, is nearly completed. The company's freehold properties situated in the centre of the town of Malacca, have increased considerably in value since they were purchased. (Hear, hear.)

And now ladies and gentlemen, I wish to direct your attention to the remarkable change that has occurred in the market for rubber, so complete a revolution in sentiment as to be

scarcely capable of explanation, unless it be upon the ground that the high values previously obtaining were largely the result of manipulation, and of this there is no sufficient evidence. Three or four months ago no doubt was entertained as to a maintenance of high values for this year and next year. Sales of rubber and other crops were easily negotiable, and a basis for the valuation of the shares of producing companies was provided upon which all speculation rested. Without any warning, and for no apparent reason, the price of plantation rubber has fallen in the course of four months from 12s. to 7s. per lb., and in the meanwhile there has been no unexpected increase in production. It is at least worthy of remark that whereas three or four months ago you were all guessing how much rubber a motor tyre contained, and how many tyres a car used in a year, that now from the subdued feeling which prevails—the fashion has changed, and it is the market intellectuals who might indeed infer that the employment of motor-cars had entirely ceased. (Hear, hear.)

## PRICE OF PLANTATION RUBBER.

Again, there is a point in connection with the present value of plantation rubber, as compared with the price of hard flint Para, which is somewhat perplexing. When hard flint Para sold at 2s. 6d. per lb. this price created a little suspicion in the mind of the buyer that he was paying a premium for plantation rubber, because of about 15 per cent of water or impurities. To-day, when the price of hard flint Para is 8s., the buyer is so convinced that this price is natural, fictitious, nominal, and the mere consequence of wicked manipulation, that he will not consider it to be a true value, and proceeds to take a shilling off that price in order to arrive at the real value of plantation rubber. (Hear, hear.)

"Absurd!" Now, whatever the price of rubber in the more immediate future is to be, it is obvious that the price of the shares of a producing company cannot remain unaffected while the commodity which they sell falls nearly 50 per cent in the course of a few months, and in so mysterious a fashion.

## MALACCA COMPANY'S EXCEPTIONAL STRENGTH.

For the fall in rubber, which must inevitably occur in the course of time, as a legitimate consequence of larger production, no company is better prepared than the Malacca Company. (Hear, hear.)

Half a million of your trees in full bearing should give excellent results after allowing for a considerable fall in the price of rubber from the existing level. You have a further two million trees in various stages of development. There is the exceptional strength of our position. (Applause.)

There is another matter to which I wish to make a passing reference. You all know that the market value of a share is an element in its value. Recognising this, the board decided last year to introduce your shares on the Paris market, and you are probably aware that the stock and shares of the company are now quoted on the Paris Bourse. Prolonged negotiations preceded the conclusion of these arrangements, but it is a satisfaction to your directors to know that leading banking firms in Paris have taken and retain an interest in your company, and that their confidence remains unaffected by recent events. (Hear, hear.)

I observed that the Governor of the Straits Settlements, who has been so courteously acknowledged the importance of this company's interests in Malacca, by giving his personal presence to a seat on the Legislative Council—(hear, hear)—expressed the opinion that plantations should now rather continue their attention towards bringing their planted areas into bearing, than in acquiring more land, and this view is one in which your directors entirely concur. And now, ladies and gentlemen, I will conclude. The success which attended our issue last year of convertible debenture stock has definitely established and consolidated the position of your company. The original capital of this company was £200,000, and the convertible debenture stock, amounting to £500,000, has been exchanged into shares, and the capital will have been increased by only £50,000. The steady increase in output which can now be expected will remove all cause for anxiety, and your directors having retained your confidence through a period of difficulty, will have received a sufficient recompense for the services which it has been their privilege to render. (Applause.)

I beg to propose that the directors' report and accounts, as circulated, be adopted, and that the 10 per cent. dividend paid on January 3 on the ordinary and preference shares be confirmed.

Mr. E. Gompertz said he was an old planter, and had had forty years' experience in the East. He had been making a pretty close study of rubber for four years. The first thing that occurred to him in this matter was with regard to the very large extensions made in their properties, and the Chairman said it was owing to these large extensions that they had not had sufficient supervision. It seemed to him that, as their American cousins would say, they had bitten off rather more than they could chew. But it appeared to him that it was the business of the board, before they made these large extensions, to see that they had the necessary staff to deal with them. Of course, he was aware there were difficulties, but they should be foreseen. The chairman said they had 300,000 trees tapping; but it seemed to him they should have three-quarters of a million, and that they should have had three-quarters of a million of rubber. At the same time, the position was a strong one. Even if rubber fell to 2s. per lb., they would still be on the road to excellent dividends. (Hear, hear.)

Mr. Frank Abraham suggested a committee of shareholders, but the suggestion was rejected with laughter.

The Chairman said that as to the yield of rubber they had tried to be very conservative with their trees. No doubt they could have tapped a few more, but they had tried not to tap the trees to the utmost extent. At present, he had said, they were tapping 200,000, but by the end of the year, he hoped they would be tapping 300,000. If the tappers were efficiently experienced to tap them, they were not going to try any experiments with their tappers. If they did, they would have a big yield because they were trying to get the best out of the trees. He was not going to say that this year would be very much larger than it was last year, but he was not going to give any figures again. (Laughter and applause.)

Mr. Moll said his confidence in the



















at \$12. Shanghai lands come lower, having been sold at \$11.10. Hongkong Hotels have buyers at \$10 and at \$7 for the new shares.

Cotton Mills.—Hongkong Cottons have been sold at \$13. Northern Mills appear to be rather firmer, \$13.50 being quoted at \$11.20. Lau Kung Mow at \$11.50 and International at \$11.47. Rens are obtainable at \$11.100.

Miscellaneous.—China Borneos remain steady at \$9, and China Providents at \$11. The Daily News report just published shows a profit of \$5,370.64 and it is proposed to pay a dividend of \$1.20, absorbing \$48,000. The sum of \$10,000 is to be transferred to Cattle Reserve Fund and \$1,000 to Fire and Typhoon Insurance Fund, leaving the sum of \$350,640 to be carried forward. There are buyers today at \$19. Electrics are obtainable at \$11, and China Lights at \$1.40. Green Islands have been again booked at \$1.05. Watsons are in request at \$1.1.

Exchange.—The Bank's drawing rate on London is 1/2 1/2 on demand, and the T/T rate on Shanghai is 7 1/2.

#### RUBBER SHARE MARKET.

Hongkong, 7th October.

The weaker tone of the Rubber Share market at the opening of the week gave way yesterday to a partial revival in the leading producers when cable quotations from London advanced rates several points over the lowest touched during the week. This improvement has been confined to sterling shares only, as Singapore quotations, taken all round, show further falling off when compared with the rates ruling in the preceding week.

The price for the raw produce after going down to 50.00 per lb., the lowest recorded since the boom, recovered slightly and is quoted as we write at 60 per lb.

Anglo-Malaya have slightly improved and can probably be sold at 27 1/2.

Alagars have again been sold at 4/- closing with small inquiries at 4/6.

Eastern International were taken off the market during the early part of the week as low as 8 1/2 but at the close have improved to 11 1/2 at which price they close steady.

Liogis declined to 40 1/2 but are now higher and obtainable at 43 1/2.

London Ventures have changed hands at 6/- and more can probably be had at the rate.

Merlimans have been placed at 4 1/2 and 5/- closing with more inquiries.

Ledbury continue quiet and without business to report at quotation.

London Asiatics after declining to 10 1/2 have risen to 11 1/2 at which price there are probable sellers.

Tangkabs are quite at 32 1/2.

United Serrangs experienced slight fluctuations, having dropped from 10 1/2 to 9 1/2 during the early part of the week, but at the close are firmer at 10 1/2.

Sumatra Para have improved to 8 1/2.

United Serrangs have been placed at 12 1/2 at which price there are probable buyers.

Bertams have been sold at 6/- and 6 1/2 and more are wanted at the latter rate.

Castlefields have not fluctuated and remain quoted at 10 1/2.

Highlands and Lowlands have slightly improved to 100.

Kuala Lumpur were reported sold at 17 1/2 during the early part of the week but now come higher at 150.

Kamunings can probably be obtained at 5/-.

Batu Tigas are steady at 90.

Balgownie have weakened to \$10 at which figure there are small buyers.

Chongkat Serrangs have declined to 5 1/2 with buyers at 5 1/2.

Ayer Panas can probably be had at 16.

Pajars are required for at the unchanged rate of \$10.

Glenagly have dropped to \$1 at which price they close in demand.

Indragiris can probably be placed at \$15.

Pegons remain steady at \$18, with probable buyers at \$17.

Sandycrofts have eased down to \$15 at which rate they are procurable.

Singapore and Johore have weakened to \$12 with sellers.

United Singapore have been dealt in at \$12, closing with more inquiries at \$15.

Pantais are unchanged at \$100.

Ephinstone continue in request at \$1.

Alor Gajahs are required for at \$12.

New Serrangs are weaker and offering at \$1.

(Tropoh) tin mines have been dealt in at 31 1/2 and 34/- closing steady.

Shell Transport, in consequence of the collapse of the arrangement mentioned in our last, have weakened to 7 1/2 after sales during the week at 8 1/2, 8 1/2 and 8 1/2.

Exchange.—The Bank's closing T.T. quotations are as follows:

On London.....1/2 1/2

Shanghai.....7 1/2

Singapore.....77 3/8

ELLIS & ELLIS.

The undermentioned members have joined the Volunteer Corps, assigned Corps Nos. and posted to the Artillery and Scout Companies as follows:—203 W. Bragg (No. 2 Coy.); 1209 E. L. Bragg (No. 2 Coy.); 1110 W. F. Bassford (No. 1 Coy.); 1111 Norman Hornsby (Scouts Coy.) and 1212 A. N. Appleford (Scouts Coy.).

The following members have passed the examination in Semaphore Signalling at the class recently held at Volunteer Headquarters:—Captains Armstrong and Scott; Lieutenants Wells and Plummer; C. S. M. Grey; sergeants McKirdy, Dancy, Gregory, Hayward and Day; Corporals Fitch, Smith, Manuk, Duncan, and Boulton; and Gunner Etorio.

ATTENTION is drawn in the Gazette to the provisions of Article IX of the Treaty of Tientsin which requires every non-Chinese subject crossing the border line of the New Territories to be in possession of a passport furnished him by his national representative in China. British subjects should address themselves to H.M.'s Vice-Consul, forwarding at the same time the necessary fee, viz., \$4.20.

LAST Saturday was the anniversary of the consecration of the Right Rev. Bishop D. Percival and in celebration of the event High Mass was celebrated at the Roman Catholic Cathedral in the morning which was very largely attended by the Catholic congregation including the scholars of St. Joseph's College and the pupils of the Italian and French Convents. In the course of the day His Lordship was the recipient of numerous congratulations.

This transport *Crook* arrived in Manila on 27th ult. none the worse for the heavy typhoon she encountered Sunday just after leaving Hongkong. While the heavy gales did not interfere with the *Crook's* course they retarded her speed somewhat, otherwise she would have reached Manila on the 26th. The *Crook* was laid up in Hongkong for three days undergoing cleaning and slight repairs and then sailed for Manila where the passengers had a chance to do some sightseeing in the French colonial settlement, while 15,000 barrels of cement were being loaded for the quarter-master's department at Manila.

#### RUBBER ESTATE RETURNS.

	July	August	Total
Allagar.....	3,130	3,510	6,640
Alor Pongau.....	2,110	2,370	4,480
Alma.....	850	1,000	1,850
Anglo Malay.....	52,517	52,654	105,171
Ayer Kuning.....	207	195	402
Ayer Molek.....	2,013	1,810	3,823
Ayer Panas.....	880	1,050	1,930
Balgownie.....	8,757	8,000	16,757
Batak Rabi.....	1,335	1,200	2,535
Batu Caves.....	2,700	3,400	6,100
Batu Tiga.....	17,158	8,315	25,473
Bertam.....	9,705	12,000	21,705
Bikam.....	2,851	2,500	5,351
Brieh.....	1,288	1,529	2,817
Bukit Kajang.....	5,473	5,513	10,986
Bukit Rajah.....	30,740	23,735	54,475
Bukit Lintang.....	3,500	4,000	7,500
Bukit Timah.....	674	873	1,547
Bukit K. B.....	350	301	651
Carey United.....	12,000	12,550	24,550
Castlefield.....	3,500	21,542	25,042
Changkat Serrang.....	3,653	3,261	6,914
Changkat Salak.....	1,100	1,500	2,600
Cicely.....	16,000	78,156	94,156
Consolidated Malay.....	135,954	135,954	271,908
Caledonia.....	23,401	23,000	46,401
Chunmor.....	768	8174	8,942
Chersonese.....	2,223	2,400	4,623
Dumansara.....	132,772	132,772	265,544
Edinburgh.....	6,500	6,500	13,000
Federated (Selangor).....	60,357	60,357	120,714
F.M.S. Rubber.....	32,170	33,100	65,270
Geodong.....	21,000	22,000	43,000
Glecealy.....	1,735	2,001	3,736
Glenshiel.....	4,899	4,788	9,687
Golden Hope.....	5,114	10,072	15,186
Golconda.....	70,137	70,137	140,274
Gula Kalumpung.....	10,000	10,000	20,000
Hai Kee.....	590	1,783	2,373
Hampden.....	10,000	11,000	21,000
Haylor.....	349	618	967
Heanwood.....	1,100	1,100	2,200
High & Lowlands.....	39,165	39,847	79,012
Iuch Kenneth.....	12,100	10,532	22,632
Indragiri.....	824	861	1,685
Indragiri.....	100	100	200
Johra.....	11,758	47,054	58,812
Jeboong.....	18,210	20,172	38,382
Kapar Para.....	64,473	64,473	128,946
Kamunings.....	7,035	8,880	15,915
Kempsey.....	3,507	3,950	7,457
Kepong.....	3,900	4,000	7,900
Klebang.....	256	231	487
Kota Tinggi.....	510	3,098	3,608
Kuala Klang.....	10,915	10,915	21,830
Kurau.....	2,640	3,001	5,641
Kraai Rph. Est.....	3,500	17,847	21,347
Kuala Lumpur.....	48,130	47,180	95,310
Labe.....	16,616	15,416	32,032
Landeron.....	36,913	32,108	69,021
Ledbury.....	9,844	10,038	19,882
Liogis.....	71,000	73,500	144,500
London Asiatic.....	16,035	17,018	33,053
Malaka Pluda.....	331	331	662
Malacca Plant.....	22,500	27,000	49,500
Merton.....	1,935	2,250	4,185
New Serrang.....	415	695	1,110
New Singapore.....	60	60	120
North Hummock.....	28,891	28,891	57,782
Novi Scotia.....	14,075	16,300	30,375
Pajam.....	3,250	3,500	6,750
Pattaling.....	27,438	28,030	55,468
Pegoh.....	3,300	3,300	6,600
Pengkalan Durian.....	958	835	1,793
Perak Plant.....	58,414	58,414	116,828
Port Dickson.....	785	4,244	5,029
Radella.....	1,017	1,017	2,034
Rembla.....	597	537	1,134
Ribu Rubber.....	5,437	5,797	11,234
Robana.....	16,500	13,500	30,000
Rubani.....	1,850	2,000	3,850
Rubel Growers Assn.....	3,507	3,910	7,417
S. Helebs.....	105	630	735
Seagat.....	7,031	7,700	14,731
Selaba.....	6,710	7,000	13,710
Sungei Choh.....	4,830	4,830	9,660
Sungei Kapar.....	100,600	100,600	201,200
Sandycroft.....	9,311	9,301	18,612
Seaford.....	74,500	74,500	149,000
Selangor.....	201,541	201,541	403,082
Seremban.....	38,035	31,538	69,573
Sembawang.....	535	806	1,341
Senawang.....	6,250	6,646	12,896
Shellford.....	10,500	11,000	21,500
Spore & Johore.....	11,700	8,535	20,235
Singapore Para.....	5,400	5,000	10,400
Stralla Rubber.....	10,700	10,380	21,080
Sungei Salak.....	2,858	3,700	6,558
Sungei Way.....	7,953	30,828	38,781
Tambak.....	1,124	2,038	3,162
Tanjong Malim.....	964	1,250	2,214
Teluk Anson.....	700	7,625	8,325
Tell Ayer.....	13,500	12,500	26,000
Trafalgar.....	314	275	589
Tremelbye.....	5,064	6,500	11,564
Tropoh.....	2,160	2,160	4,320
Ulu Pandan.....	475	446	921
United Singapore.....	1,945	8,435	10,380
United Sumatra.....	3,710	4,630	8,340
Valambrosa.....	212,737	212,737	425,474

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—Singapore Free Press.]

#### Ships Passed The Canal.

Date	Ship	From	To
13th September	Gloria, Silota, Arago, Alanya, Yonk	16th September	Alanya, Yonk
14th September	Kama Maru, Cardigan, Dumb, Japan, Laris, Sikh, Purna, Pina, Landa, Scandia, Wraycastle, Wakata Maru, Sigofa	20th September	Senigambila, Peking, Poon, 23rd September
15th September	Kawachi Maru, Desvortich, Austroline, Glancui, Namu, Patroline, Pitho	27th September	Wakata Maru, Wraycastle
16th September	Sinica, Gubin, Carmarthen, Hittachi Maru, Onit, Princes Alice, Oansa, Indian, Tonkin	4th October	At Maru, Drasmar, Ershenoz Franz Ferdinand, Brontolitz, Glenroy, Saxonia, Slavon
17th September	13th September	13th September	13th September
18th September	14th September	14th September	14th September
19th September	15th September	15th September	15th September
20th September	16th September	16th September	16th September
21st September	17th September	17th September	17th September
22nd September	18th September	18th September	18th September
23rd September	19th September	19th September	19th September
24th September	20th September	20th September	20th September
25th September	21st September	21st September	21st September
26th September	22nd September	22nd September	22nd September
27th September	23rd September	23rd September	23rd September
28th September	24th September	24th September	24th September
29th September	25th September	25th September	25th September
30th September	26th September	26th September	26th September
1st October	27th September	27th September	27th September
2nd October	28th September	28th September	28th September
3rd October	29th September	29th September	29th September
4th October	30th September	30th September	30th September

At a recent meeting of the Board of Directors of the North China Insurance Company, Ltd., it was decided to recommend payment of a final dividend for the year 1909 of 7 1/2 per cent on the paid-up Capital at exchange 2/11, making 15 per cent for the year, and a bonus of 15 per cent on contributory premium.

#### SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation .....	120,000	\$125	\$125	{ \$1,500,000 \$15,00,000 \$250,000	\$1,039 5 0	{ 2s for first half year ending 30.6.10 @ ex 1/4 = \$12.45 .....	5 %	{ \$101 1/2
National Bank of China, Limited.....	20,000	7	7	{ \$4,000 \$1,000	\$30.553	2s (London 3/6) for 1901 .....	...	\$78 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	{ \$1,500,000 \$1,000,000 \$500,000	none	\$10 for 1903 .....	5 1/2 %	\$190 buyers
North China Insurance Company, Limited .....	10,000	1 1/2	1 1/2	{ Tls. 235,000 Tls. 135,253 Tls. 140,747	Tls. 207,573	Final of 7/6 making 15/- for 1908 .....	5 %	Tls. 115
Union Insurance Society of Canton .....	12,400	\$250	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$287,004	{ Final of \$20 per share, making in all \$10 per share for 1904 and an interim divid- end of \$10 per share for 1909 .....	...	{ 8 1/2 % buyers
Yangtze Insurance Association, Limited .....	12,000	\$100	\$60	{ \$1,000,000 \$1,000,000 \$1,000,000	\$7,703 1/2	{ \$12 for year ending 31.12.08 and interim of \$3 on account of 19-9 .....	7 %	\$20
FIRE INSURANCES.								
China Fire Insurance Company, Limited .....	20,000	\$100	\$20	{ \$1,000,000 \$1,000,000 \$1,000,000	\$438,406	\$6 and bonus \$2 for 1908 .....	7 %	121 1/2 buyers
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	{ \$1,500,000 \$1,000,000 \$500,000	\$285,218	\$27 for 1908 .....	8 %	\$160 buyers
SHIPPING.								
China and India Steamship Company, Limited...	20,000	\$25	\$25	{ \$17,743 \$10,000 \$7,743	Dr. \$3,777	5/- for 1906 .....	...	3.04
Douglas Steamship Company, Limited .....	20,000	\$50	\$50	{ \$100,000 \$100,000 \$100,000	none	2/- for year ending 30.6.1908 .....	...	\$23 sellers
Hongkong, Canton & Yacow Steamboat Co., Ltd. ....	80,000	\$15	\$15	{ \$607,500 \$17,765 \$58,735	\$20,766	Dividend of \$1 1/2 for 30.6.10 .....	8 %	\$31 1/2 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. Do. (Deferred) .....	60,000 60,000	15 15	15 15	{ \$138,100 \$138,100 \$138,100	1/2 \$37.2	{ 6/- for 1907 on Preference shares only @ ex 1/10 11/16 = \$1. 154 .....	...	{ 358 sellers
"Shell" Transport and Trading Company, Limited .....	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000	\$102,994	{ Final div. of 3/6 per sh. (comp. 14) making in all 4/6 per sh. for '09 & 2nd div. of 1/- per sh. on acc. for '10 .....	5 %	{ 77 1/2
"Star" Ferry Company, Limited .....	10,000	\$10	\$10	{ \$100,000 \$100,000 \$100,000	\$1,150	{ A dividend of 7 % for year ending 30.6.1910 A bonus of 5 % .....	5 %	{ \$23 sellers \$10 buyers
REFINERIES.								
China Sugar Refining Company, Limited .....	20,000	\$100	\$100	{ \$500,000 \$500,000 \$500,000	Dr. \$8,090	\$5 for half year ending 30.6.1910 .....	6 %	\$147 sellers
London Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000	Dr. \$135,891	\$2 for 1897 .....	...	\$15 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	1	1	{ \$215,000 \$215,000 \$215,000	\$1,435	Interim of 1/8 for 1910 (coupon No. 14) .....	9 %	Tls. 15 buyers Pn. 10
Headwaters Mining Company .....	60,000	10	10	{ \$1,000,000 \$1,000,000 \$1,000,000	none	First year .....	...	...
Raub Australian Gold Mining Company, Limited .....	150,000	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	\$1 per share 19th dividend .....	5 %	\$7 sellers
Oriental Consolidated Mining Co., Ltd .....	500,000	1	1	{ \$1,000,000 \$1,000,000 \$1,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15 .....	...	30/-
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited .....	18,000	\$15	\$15	{ \$15,275 \$15,275 \$15,275	Dr. \$8,450	\$1.75 for year ending 31.12.06 .....	...	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd....	60,000	\$550	\$50	{ \$550,000 \$15,000 \$565,000	\$294,647	\$2 1/2 for 1909 .....	4 1/2 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd. ....	50,000	\$50	\$50	{ \$250,000 \$250,000 \$250,000	\$138,755	3 1/2 for half year ended 30.6.19 9 .....	...	\$50 sellers
Shanghai Dock and Engineering Co., Ltd.....	Tls. 55,700	Tls. 100	Tls. 100	{ Tls. 1,200,000 Tls. 607,133 Tls. 592,867	Tls. 6,261	{ Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4.19 0 .....	8 %	Tls. 7 1/2 sellers
Shanghai and Hongkew Wharf Company, Limited....	15,000	Tls. 100	Tls. 100	{ Tls. 1,200,000 Tls. 607,133 Tls. 592,867	Tls. 9,222	Interim of Tls. 3 for 1910 .....	7 %	Tls. 10 1/2 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000 Tls. 15,000	Tls. 4,114	Tls. 6 for year ending 30.6.19 1 .....	8 1/2 %	Tls. 97 sales
Central Stores, Limited .....	50,123	\$15	\$15	{ \$1,000,000 \$1,000,000 \$1,000,000	\$24,041	8/- for 1909 .....	8 1/2 %	\$121 sellers
Hongkong Hotel Company, Limited .....	{ 12,000 8,000	{ \$50 \$50	{ \$50 \$50	{ \$100,000 \$100,000 \$100,000	{ \$1,277 \$1,277 \$1,277	{ \$5 on old shares \$1 5/8 on new shares for half year ending 30.6.10 .....	5 1/2 %	{ \$102 buyers \$124
Hongkong Land Investment and Agency Co., Ltd. ....	50,000	\$100	\$100	{ \$350,000 \$350,000 \$350,000	\$1,471	Interim of \$3 1/2 for 1910 .....	7 %	\$100 buyers
Kiampreys Estate & Finance Company, Limited .....	150,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$269	45 cents for 1909 .....	6 %	\$74 sellers
Kowloon Land and Building Company, Limited.....	6,000	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	none	\$2 1/2 for 1909 .....	8 %	\$52 buyers
Shanghai Land Investment Company, Limited .....	78,000	Tls. 50	Tls. 50	{ Tls. 1,250,045 Tls. 30,000 Tls. 1,280,045	Tls. 63,969	Interim of Tls. 3 for 1910 .....	6 1/2 %	Tls. 111 sales
West Point Building Company, Limited .....	12,500	\$50	\$50	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,958	Interim of \$1.20 for 1910 .....	8 1/2 %	\$59
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd....	20,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 40,000 \$110,000	Tls. 10,991	Tls. 11 for year ending 31.10.09 .....	8 1/2 %	Tls. 10. 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$9,551	50 cents for year ending 31.7.08 .....	...	\$5 1/2 buyers
International Cotton Manufacturing Company, Ltd....	20,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 Tls. 175,000	Tls. 6,172	Tls. 7 1/2 for year ending 30.9.09 .....	10 %	Tls. 47 1/2 buyers
Loan-kung-mow Cotton Spinning & Weaving Co., Ltd. ....	8,000	Tls. 100	Tls. 10	{ Tls. 11,172 Tls. 11,172 Tls. 11,172	Tls. 4,829	Tls. 6 for 1909 .....	10 %	Tls. 50
Sey Chee Cotton Spinning Company, Limited.....	2,000	Tls. 100	Tls. 50	{ Tls. 11,172 Tls. 11,172 Tls. 11,172	Tls. 31,172	Tls. 25 for 1909 .....	17 1/2 %	Tls. 22 1/2
MISCELLANEOUS.								
Hell's Asbestos Eastern Agency, Limited .....	8,604	12/6	12/6	{ \$1,500 \$1,500 \$1,500	\$648	15 % per share for 19 9 .....	...	\$8 sellers
China Borneo Company, Limited .....	60,000	\$12	\$12	{ \$1,000,000 \$1,000,000 \$1,000,000	N.L.	60 cents for 1909 .....	6 1/2 %	\$5 1/2 sellers
China Light and Power Company, Limited .....	{ 50,000 50,000	{ \$5 \$5	{ \$5 \$5	{ \$100,000 \$100,000 \$100,000	{ \$50,241 \$50,241 \$50,241	{ 60 cents for year ended 28.2.06 .....	...	{ \$1.40 sellers \$8 buyers
China Provident Loan & Mortgage Company, Ltd. ....	125,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,891	\$1.30 for year ending 31.7.09 .....	6 1/2 %	\$19 buyers
Dairy Farm Company, Limited .....	40,000	\$7 1/2	\$6	{ \$12,000 \$12,000 \$12,000	\$4,390	Interim of 15 cents per share for 1910 .....	10 %	\$4.65 buyers
Green Island Cement Company, Limited .....	400,000	\$10	\$10	{ \$5,000 \$5,000 \$5,000	\$670	14 per cent. viz. \$1.40 for 1909 .....	12 %	\$12 sellers
H. Price & Company, Limited .....	12,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$11,798	{ A dividend of \$1.20 per share and 1/2 bonus of 10 cents per sh. for year end. 28.2.1909 .....	6 %	\$21 sellers
Hongkong Electric Company, Limited .....	60,000	\$20	\$10	{ \$150,000 \$150,000 \$150,000	\$7,610	Interim of \$1 per share for 1910 .....	6 %	\$115 sellers
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	{ \$40,000 \$40,000 \$40,000	\$9,176	Final of \$1 making in all \$2 for 19 9 .....	9 %	\$203 sellers
Hongkong Roving Manufacturing Company, Ltd. ....	60,000	\$10	\$10	{ Tls. 147,500 Tls. 61,934 Tls. 85,566	Tls. 310,682	Interim dividend of Tls. 1 1/2 15th March Tls. 1 1/2 15th June & Tls. 15.00 15th Sept. .....	5 %	Tls. 1,050 sales
Maatschappij tot Exploitatie van Landschap in Langkat, Limited .....	35,000	Gs. 100	Gs. 100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10 .....	5 1/2 %	\$15 sellers
Peak Tramways Company, Limited .....	25,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,640	None .....	...	\$10
Peak Tramways Company (new) .....	50,000	\$10	\$10	{ Tls. 21,822 Tls. 100,000 Tls. 121,822	5,350	No dividend this year .....	...	Tls. 11 1/2 sales
Philippine Company, Limited .....	75,000	\$10	\$10	{ Tls. 21,822 Tls. 100,000 Tls. 121,822	5,350	First year .....	...	\$50 sellers
Shanghai-Sumat Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	{ Tls. 21,822 Tls. 100,000 Tls. 121,822	5,350	None .....	...	\$100 currency
Societe des Papiers et Papeteries de Tonkin.....	{ 11,200 Benefit shares 1,200	{ 50 Haitong Pn. 100	{ 25 Currency ...	{ none none none	{ none none none	{ None .....	{ ...	{ \$25 sellers \$51 sales
South China Morning Post, Limited .....	6,000	\$25	\$25	{ none none none	Dr. \$11,000	None .....	...	\$25 sellers
Steam Laundry Company, Limited .....	20,000	\$25	\$5	{ none none none	\$27,000	10 % for year ending 31st May 1910 .....	8 %	\$25 sellers
Union Waterboat Company, Limited .....	30,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	none	60 cents for year ending 31.12.08 .....	...	\$8 sellers
United Asbestos Oriental Agency, Limited .....	110,000	\$10	\$5	{ \$40,000 \$40,000 \$40,000	\$244	15 % per ordinary sh. for year ended 31.5.10 .....	5 %	\$11 1/2 sellers
Valley Limited .....	10,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$1,941	35 cents for 1909 .....	5 %	\$8 sellers
Watson (A.S.) & Co., Limited .....	90,000	\$10	\$10	{ \$1,000,000 \$1,000,000 \$1,000,000	\$2,011	3 % for 1909 .....	...	\$12 buyers
William Powell, Limited .....	15,000	\$7	\$7	{ none none none	\$784	None .....	...	\$8 buyers







## Mails.

## NORDDEUTSCHER LLOYD.

## BREMER.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

YOKOHAMA and KOBE ..... "PRINCE WALDEMAR" ..... About TUESDAY, 18th October.  
 Capt. F. Iscke (T. 6,100)

NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN ..... "PRINCE HEITZ FRIEDRICH" ..... WEDNESDAY, 19th Oct., Noon.  
 Capt. F. Prosch (T. 16,000)

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ..... "PRINCESS ALICE" ..... About WEDNESDAY, 19th October.  
 Capt. F. Grosch (T. 12,500)

KUDAT and SANDAKAN ..... "BORNEO" ..... End of October.  
 Capt. F. Semmler (T. 5,050)

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

## MELNERS &amp; CO.

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 7th October, 1910.

## Intimations.

## KWONG FUNG YUEN,

HEAD OFFICE—No. 85, Des Voeux Road West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military

Authorities.

HAVE always on hand large stock of  
 American Fir, Douglas Fir, Oregon  
 Pine, Teak, Yacal, Hardwoods, Oregon Spar,  
 Chinese Spar, Chinese Pine of all descriptions.  
 Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 20th January, 1910.

F. BLACKHEAD &amp; Co.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR

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EVERY KIND OF

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Hongkong, 15th March 1910.

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HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

CURIOS, PORCELAIN, JADESTONE

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Inspection Solicited.

No. 77, Queen's Road Central.

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## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Docking Length ..... 375 ft.

Width of Entrance ..... 80 "

Water on Blocks ..... 28 "

## No. 2 DOCK.

Docking Length ..... 375 ft.

Width of Entrance ..... 50 "

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## No. 3 DOCK.

(IN COURSE OF CONSTRUCTION)

Docking Length ..... 481 ft.

Width of Entrance ..... 63 "

Water on Blocks ..... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
 Captains and Owners is respectfully called to the advantages offered for Docking  
 and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work  
 and a large stock of material is always on hand, (plates, angles and all shafts all being  
 tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of  
 Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
 of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
 Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
 guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
 of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst  
 under repairs.

Telephone: Nos. 878, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts,

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Yokohama, April 28th, 1909.



## FREE TRIAL.

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(VISIBLE)

Cost \$185 Little, Last Long. Will

Always Give Satisfaction.

PHONE No. 482 and the machine

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Repair to any Make of

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A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and

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## DEPOT

61, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY

LIMITED.

## PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN TOMES &amp; CO.

General Managers.

Hongkong, 14th August, 1910.

## LEE YEE

HAIR-DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

18, D'AGUIAR STREET,

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P. O. Box 100, 1st September, 1910.

## To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 &amp; 2, BOWEN ROAD, lately occupied as

Artillery Officer's Quarters. Suitable

for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD,

1st Floor.

A HOUSE in WONG-WEI-CHONG ROAD.

OFFICES to YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL,

1st Floor.

SEMI-EUROPEAN FLATS, Praya East

corner of Observation Place. The

Tram stops at the door.

Also NEW EUROPEAN FLATS ad-

joining the new Seaman's Institute,

Praya East.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 8th September, 1910.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for

Offices.

ONE GODOWN in MASON'S LANE.

Apply to—

DAVID SASSOON &amp; Co., LD.

Hongkong, 4th April, 1910.

TO LET.

GODOWN, 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT &amp; AGENCY CO., LD.

Hongkong, 11th July, 1910.

## Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

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Rooms 2 and 3.

From the University of Pennsylvania, U.S.A.

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Hongkong, 27th January, 1910.

## TSIN TUNG.

LATEST METHODS OF DENTISTRY.

STUDIO: NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 15th July, 1910.

## THE SITUATION IN SHANGHAI.

CASHIERING OF THE TAOTAI.

The Edict cashiering Tsai Nai-huang, the  
 Shanghai, Taotai, has made its appearance at  
 an unexpected moment, although it was known  
 in well-informed native circles that this fate  
 had been hanging over His Honour's head for  
 two months or more. It is impossible to follow  
 all the ramifications that lead to the frequent  
 changes in China's official service. In the  
 present case the actual reasons for the Taotai's  
 "punishment" are not necessarily those that  
 appear on the surface. It was recognized, how-  
 ever, that he was gradually raising around  
 him a considerable amount of personal antipathy,  
 and once before his opponents measured  
 their strength by denouncing him to his  
 immediate superiors. They failed in their  
 object on that occasion, but circumstances  
 since then have been too strong for Tsai Nai-  
 huang. If report be true, he has antagonized  
 influential officials of the Szechuan Railway,  
 who in the investment of funds connected  
 with this undertaking appear to have travelled  
 as far as Shanghai. Again in the recent  
 crisis when he showed unusual alacrity in  
 meeting the wishes of the foreign banks in con-  
 nection with Ching Yee's failure, he has  
 found it difficult to satisfy both foreigners and  
 Chinese, without doing violence to the traditions  
 of all yamens. The vernacular press of  
 Shanghai has been altogether silent on  
 the subject, proving that, if it was  
 the Taotai's intention on taking up his  
 present appointment to incite disreputable  
 where previously there had been irrespon-  
 sibility and unlimited criticism, he has achieved  
 at least this one object. But the silence of the  
 Press has not imposed restraint upon certain  
 guilds, and these are understood to have been  
 active during the last few weeks in denouncing  
 His Honour in Peking. The present Edict  
 has resulted, and the Customs Taotai has  
 received a severe reprimand. Enough is  
 known of Chinese methods to realize that there  
 may be nothing more than this in the  
 Edict. The Taotai is given two months with-  
 in which to clear himself of the charges brought  
 against him, and it may well be believed that  
 many in Peking will hope that Tsai Nai-huang  
 may prove successful. If the Taotai's oppo-  
 nents follow up their advantage, there may  
 yet be another change in the local official  
 service; if on the other hand they are content  
 with their present victory, Tsai Nai-huang may  
 ultimately proceed with flying colours to his  
 next post in the official hierarchy.

For the moment interest centres in the fate  
 of the arrangement that was intended to pre-  
 vent Ching Yee's large rubber holdings being  
 placed upon an already congested market. Tsai  
 Nai-huang, it was understood, had been au-  
 thorized by the Government to make a loan of  
 Tls. 1,800,000 to one or more local firms of  
 Brokers to enable them to take up and hold  
 for two years share securities—for the most  
 part rubber stocks—belonging to Ching Yee.  
 The money was to be obtained by the Taotai  
 from a local bank, but was not to be handed  
 over until the Edict confirming the authoriza-  
 tion had been issued. At the eleventh hour  
 the formal consent of the Treasury was delayed,  
 and the Decree cashiering the Taotai makes its  
 appearance before the loan Edict. Whether the  
 latter is to be withheld permanently is not yet  
 known. If it should be, the community foregoes  
 the advantage of having the sum in question  
 added to the money now in circulation, while  
 forced sales may continue to be the order of the  
 day for some time to come. It must be ad-  
 mitted, however, that the existing situation goes  
 beyond Ching Yee's rubber holdings and any  
 sum that does not run into many hundreds of  
 lakhs. Shanghai is experiencing a grave finan-  
 cial crisis; but, as far as can be judged, it is  
 hesitating to face the issue in the hope that







Intimation.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Whiskies distilled in Scotland

GENUINE AGE

AND FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, SATURDAY, OCTOBER 8, 1910.

PORTUGAL'S STRESS.

Since the day of the French Revolution, no such portentous episode has occurred in Europe as that which at the present moment threatens to overwhelm the Kingdom of Portugal. Out here in Hongkong where the Portuguese were among the pioneers and had established a settlement in Macao and Canton long before the Dutch or the British appeared on the scene, the news that is getting through from Lisbon is of absorbing interest as well as of alarm. Locally the most sincere regrets are entertained as regards the terrible trouble that has occurred in the Capital of our ally. It is not so long ago that the present King saw his father and his elder brother ruthlessly murdered in the public streets and now His Majesty too, who has worn his kingly dignities with honour since his accession, appears to be in imminent danger of maltreatment if not of loss of life. It is disquieting that reliable news has not come through concerning the King's well-being but it is to be hoped that the young monarch is safe from the violence of those insurgents who have set Lisbon afire. To us it cannot appear that the people of Portugal as a whole are behind this revolutionary movement. Rather we would hold the opinion that it has been engineered by a desperate coterie in Lisbon itself who have their own purposes to serve and are

determined to carry them through even at the sacrifice of human life and of the dislocation of an ancient constitution. That there are existing in Portugal governmental departments corruption of a more or less virulent type will be admitted by the most fervent Portuguese subject who knows anything about the inner workings of administration in Lisbon. But it is nonsensical to suppose that abuses are going to be cut out by such violence as has been adopted by the Lisbon revolutionaries. The ostensible head of Portugal's government was the young King. It is well-known that his chief guide in the administration of State affairs was the Queen Mother, who is adored by every subject both for her mental and moral qualities and is revered far beyond the bounds of her son's realm. If the revolutionaries had adopted pacific measures in order to effect their aims there is little doubt that these would have been ultimately attained in full. In the meantime the country is not ripe for the formation of a republic. There may be a band of clever men at the head of the revolution, but on the whole the country is as unready for a wholesale reversion of the government system as Russia was unprepared for the establishment and upkeep of a Duma. We trust that the dominance of the insurgents in Lisbon will shortly be brought to a period and that King Manuel will be installed once more in monarchical state, for we are sure that all the necessary improvements in the existing form of Government can be more efficaciously accomplished under the old regime than under a process of violence that threatens to set brother against brother and to flood the country with bloodshed.

BRITISH PRESTIGE IN CHINA.

In all the Coast Ports of China, the British Government is admittedly slow in looking after the interests of her nationals. We in Hongkong do not need to go farther than Canton to find out such to be the case. Our Consular service is one of the best in the world, yet so tied down are they by red tape of Foreign Office manufacture that the Consuls are often unable to extend a helping hand when such is due to a British subject. The time is not far remote when a well-known British subject, a merchant, assured the writer that whenever he wanted to proceed against a Chinese defaulter in Canton he found immediate relief through the agency of the United States Consulate more than through the Consular body which represented his own country. Happily these days have passed away and our Consular service in China cannot be excelled by that of any other nation although their powers may still be overshadowed by those of the French, the American, or the German contingents. On the whole, however, we have to welcome the fact that our Consular body is in a more independent position to-day in China than ever it was before. We in the Kwangtung littoral are still, of course, under the dominance of Shanghai so far as the judicial system is concerned, but it may not be ever thus. We fail to see why a British Chief Justice sitting in Hongkong should fail to have jurisdiction in extra-territorial cases throughout South China. But all that is by the way. There are a few cases in the Two Kwang requiring the personal sitting of the British Chief Justice in China. If we remember aught the last case of the sort occurred some six or seven years ago when Sir Huan S. Wilkinson passed the death sentence in Canton upon a British Indian subject on the capital charge. As it happened, that was the first occasion upon which the venerable Judge had had to assume the black cap and in delivering sentence he broke down absolutely. Nevertheless the murderer was hanged. Apart from judicial jurisdiction, one important point on which the British Government fails is the upkeep of characteristic national institutions. For instance, there is the Post Office. On the Shanghai, Great Britain was notoriously behindhand as compared with both the Germans and the French. Now, however, our own people have apparently been incited into an endeavour to put our postal service in China into line with those of our trade rivals. As before announced H.E. Sir Francis May stated at a recent meeting of Council that the British postal agencies in China, including Shanghai, would in future be administered by the Imperial Post Office. Says the P. and T. Times:—"This will prove good news not only to the residents of Hongkong, who have had their annual burden increased by more than fifty thousand dollars through the deficits of these post offices, but also to British residents all over China, as it is an augury that better facilities may be expected in the future. British postal facilities have lagged far behind those of many other countries, particularly those of Germany, which offers facilities for correspondence and other mail matter between China and Germany of a character little realized by the British public. For instance, a letter of 20 grammes is sent to Germany for four cents, the same facility as is offered by the British post office for letters to England; but there the comparison ends, as four cents more must be paid for each 20 grammes additional, whereas

the German post office will send a letter up to 250 grammes for eight cents, while a letter of that weight to England would cost 48 cents in the British post office. It is also to be hoped that the existing anomaly will be abolished, of using one ounce as the basis from London to the East whereas 20 grammes (about three quarters of an ounce) is used as the basis of a letter from the East to London—a distinct discrimination against British subjects in the Far East. There is still one other point on which an improvement is being urged in some quarters, that is, the sending of newspapers via Siberia. This, for the moment, is, however, not likely to be realized. The Siberian railway distinctly frowns on the idea of carrying heavy loads, as the excessive rates for baggage show. But if the British authorities will merely give the same facilities as the German post office does, then persons who wish to have papers sent out via Siberia may send them as letters up to a weight of 250 grammes per package at the nominal rate of eight cents. It is interesting to note that the Home authorities are at last taking cognisance of the importance that attaches to the maintenance of British prestige in China and that they are trying at least to keep pace with the formidable foreign rivals who combat us at every turn in the East.

THE IMPERIAL CHINESE CUSTOMS.

It is a peculiar fact that in some quarters the retirement of Sir Robert Hart from the Inspector-Generalship of the Imperial Chinese Customs was hailed as a sign of salvation amongst the Customs staff, and yet we have ever-growing signs that the passing away of the G.O.M. from the service is now being regretted by the very people who were anxious to see him vacate the headship of that body which he himself instituted. Tennyson talks of the "fierce white light which beats upon a throne." So in the case of Sir Robert Hart, his exalted position in the Imperial Customs subjected him to all manner of criticism, generally hostile, regarding his administration of that admirable body of public servants. Amongst scandal-mongers it used to be asserted that Sir Robert was used to mark for promotion among his staff not those who had shown exceptional ability as well as length of service but those who had family or other influences behind their backs. But anyone who knows the inner workings of the Chinese Customs must realise the fact that in that service "kissing does not go by favour." On the contrary, there have been increasing portents of dissatisfaction amongst the staff ever since Sir Robert Hart's departure from the scene of his life's work and of late there have been more resignations both in the in-door and out-door staff than there have been in any given period in the history of the Customs. The main cause for this is the slowness of promotion. Men who have served for, say, a dozen years find themselves overstepped by juniors of less than half their term and even older servants are subject to the same depressing conditions. Considering that the salary offered amounts only to \$75 for the first six months and that it does not exceed \$104 in the next half-year probationary period, it is surely to be expected that men who have been recruited in Canton should be given an opportunity of getting away into outstation instead of being kept entirely to the routine of hard, unpleasant duty that prevails in the Capital of the Two Kwang. If nothing else be observed, seniority should count for something. Were such the case, there would be less discontent in the ranks of the Customs service, fewer resignations and assuredly a general trend upwards in the way of performance of daily duties.

LOCAL AND GENERAL.

New Volunteer Regulations are published in the Government Gazette.

A NATIVE woman was fined \$50 in the Police Court this morning for keeping a sly brothel.

JEWELLERY to the value of \$65 is reported to have been stolen from N. S. Whitfield, Bay View, on the 7th inst.

The programme with the list of entries for the fifth Gymbama meeting to be held on Saturday next has been issued.

ONE month's hard labour was awarded a native at the Magistracy this morning for staying away on the s.s. *Dollan* from Swatow to Hongkong.

THE King's Exequatur empowering Mr. Adao Maria de Lourdes Soares to act as Consul of Bolivia at Hongkong has received His Majesty's signature.

The prospectus of the bulletin of the committee of Entomological Research (Tropical Africa), which was appointed last year, is published in the *Gazette*.

THE Police reports that a watch was found the other day at Black's Links, near the gun sheds at Magazine Gap. The owner of same can have the article returned to him on application to the Police.

THE Government of Indo-China has just put restrictions on the sale or allotment of shares, debentures, and certificates of French and foreign financial companies in that colony. The penalties for breach of the new law range from 10,000 to 20,000 francs.

THE DAIRY FARM CO., LD.

ANNUAL MEETING.

The fourteenth ordinary yearly meeting of shareholders in the Dairy Farm Co., Ltd., was held at the Company's town office this afternoon. Dr. J. W. Robb presided. There were also present—The Hon. Mr. E. Ouborn, Mr. F. Maitland (directors), Messrs. J. McCubbin, S. G. Newall, J. M. E. Machado, Chan Tong, A. Stevenson (acting manager) M. Manuk (acting secretary).

The Acting Secretary having read the notice convening the meeting.

The Chairman said:—Gentlemen,—With your permission I will follow the usual custom and take the report and accounts, which have been in your hands for some days, as read. Your directors are pleased, in these times of stress and stringency, to be able to lay before you an account such as the one under review, which enables us not only to pay the same dividend as last year, but also to provide for depreciation and add to our reserves. Depreciation is with us a very serious item, especially with reference to our herd, which is, as you know, subject to constant renewal, and should this point be overlooked or overlooked for, you would soon be without cows with which to carry on your business. We trust the course recommended for dealing with the accounts will meet with your approval. As every precaution known to us is taken to prevent the introduction of disease to the herd, as well as to prevent the spread of any contagion that may find its way into the premises, we are compelled to insist upon the rigid enforcement of an old rule of the company, which forbids the admission of visitors to any of our properties; no one should feel hurt when permission to visit the farms is refused them, if they bear in mind the object in view. The various departments of our business require constant care and study to enable us to keep pace and advance with the times. In this work your Board have the assistance and co-operation of an able staff, whom it gives us pleasure to congratulate on the manner in which they study the company's interests and give effect to the wishes of your Board. Our Manager is at present in Australia in the interests of the company. Our customers may use the milk supplied them feeling sure that no effort has been spared, or precaution neglected, that tends to keep the milk pure, fresh, and free from all contaminating influences. It is therefore quite unnecessary to boil or sterilise it before using, but should it for any special reason be necessary to use milk so treated, the company will deliver it either Pasteurised or sterilised as desired. Under ordinary circumstances raw milk is more easily digested and more readily assimilated than when it has been Pasteurised, boiled, sterilised or frozen; nature gives it to us in the raw state, and in that state it was intended that all mammals should use it. For the benefit of invalids or others who desire to use sterilised milk, the company is prepared to supply, and place on board ship, freshly sterilised milk in any quantity, which will keep perfectly sweet and fresh during an entire voyage to the homeland or further. Milk is Pasteurised by being heated to a temperature of 140 deg. Fahrenheit, at which point it must be kept for an hour or two, or raised to 160 deg. for ten minutes or more. The sterilisation of milk does not mean simply boiling it—boiling to a temperature of 212 deg. Fah.—but means superheating it under steam pressure to 230 deg. Fah. This produces a number of chemical changes, which seem to interfere with its digestibility to such an extent that the weak stomachs of invalids or babies cannot readily digest and assimilate it. It is therefore not so satisfactory, and cannot be compared as a food with raw milk. Though experiments in the laboratory do not show that the milk is impaired by Pasteurisation, it is less easily digested than raw milk, and more readily acted on by the digestive juices of the stomach than milk that has been sterilised. The highest food value is obtained by using milk in its raw state. Should, however, the milk be in any way suspicious, it is much better to have it boiled or sterilised rather than use it in its raw state. Tinned milk is condensed milk, produced by evaporating the water and then adding sugar as a preservative. The sugar is added by reacting it with a little of the milk, so that it is not so readily digested. It should therefore never be substituted for raw milk as a regular diet. The ordinary milk is obtainable. If no sugar is added, it must then be sterilised before using the tin; when so treated it is often sold as evaporated cream, though little or no cream may have been added. It may interest you to know that last year I myself exported tinned milk with cream in tins for use on long voyages. The milk was placed in sterilised two-quart tins and soldered up at once. The milk itself was not treated in any way whatever; it was not heated, boiled, or sterilised, and it was not a preservative. The entire voyage of thirty days, one of the tins was opened and consumed, the milk remaining perfectly sweet and wholesome. There were only two factors relied upon to insure this result—cleansing and the ice-box. I may say here that this company never makes use of a milk preservative in any form we buy none, we use none. Just before leaving for the South in August, a certain amount of cream was ordered by me, this cream was supplied from the ordinary stock kept for sale over the counter in the town depot, and it was sent on board the ship and put on the ice. Some was used each day during the voyage to Singapore. The last pint was used five days after arrival in Singapore remaining palatable and sweet for more than eleven days. I have said that it may interest you to know of especial interest to us, and makes us wonder what happens to the milk or cream after it leaves our hands. Think it over.

Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions shareholders may wish to ask. There were no questions. The Chairman moved the adoption of the report and accounts. Mr. J. M. E. Machado seconded. Carried unanimously. Mr. Carmichael moved, Mr. Newall seconded, and it was agreed that Dr. J. W. Robb and Hon. Mr. E. Ouborn be re-elected directors. Mr. Newall moved the re-election of Mr. F. J. Chapman, V.M.A., and Mr. W. Hutton Potts as auditors. Mr. Chan Tong seconded. The motion was carried unanimously. The Chairman said:—"That is all the business of the meeting; gentlemen, I thank you very much for your attendance. Dividend warrants will be ready on Monday."

NICOLA'S PRAT LAST NIGHT.

AN ABSOLUTE MYSTERY.

That astonishing man "Nicola," as we are bound to call him, as he pleases to call himself, seems to be as ingenious in devising wondrous as in performing them. Last night, however, his most astounding exploit hitherto was none of his devising. He was challenged by Price Co. to get out of a packing case of their construction, not his. The case was certainly a strong one. In full view of the audience, with witnesses on the stage carefully observing him, he was tightly manacled hand and foot and put into the case, which was ingeniously made to resist the pressure even of a giant. The lid was nailed on, and on all sides iron hoops nailed on also. About twelve special steel clamps fastened the lid to the box, clamps of such a kind that only by chiselling could they be opened. Moreover, the box was, in addition, tightly corded. The construction of the sides seemed to prohibit any possibility of separating the boards from inside. While the case was being corded fast, it became apparent that Nicola had already got rid of a handcuff, for he stuck out two fingers through the airholes. This he could not have done had not he in some way got his hands free from his shackles. The case was then put behind a curtained recess, and the witnesses on the stage heard rumblings and thumpings and knockings going on inside. Twenty minutes passed, and as our representative was told by Messrs Price and Co.'s manager, "I quite thought we had beaten him," when out came Nicola, without his coat and collar, without handcuffs or shackles, puff city free, and modestly, but quite clearly triumphant. The case was there, corded up as before, apparently intact, just as it was when it was put behind the curtain. How did he do it? It is impossible to guess. All speculation is bound to run up against some plain objection. For instance, did he use the air holes to get leverage and pull the boards inward? No, first because the construction of the case did not permit of their being pulled inward, and secondly because the man is not a steam crane. Perhaps he had tools in his pockets, and managed somehow to work the boards inward—but how? We are told by the same witness that he examined the case and that he cannot imagine how Nicola did it. The rapidly with which he seems to have freed his hands alone is marvellous. Those of us who have seen Houdini, the former handcuff king, do not hesitate to declare him deposed. Nicola is his superior. That his feats are performed by skill and strength, not mere illusion; is proved by his performance the other night, when he got out of a specially prepared snail jacket in full view of the audience. He has since confessed that that was the most difficult feat he had then ever performed. We wonder what his own opinion is of Messrs Price's box? Needless to say that the house was crammed full, and of course it will be full to-night. Such a man needs no advertising, his success is his advertisement. His performance is a triumph of skill and endurance, and it is a pleasure to witness it and to see such a man.

NICOLA'S DEATH-DEIVING PRAT TO-NIGHT.

The Great Nicola, who has escaped from every conceivable kind of device known to the police, now challenges the public at large to try and use any method of their own. Strange as it may seem, Nicola has travelled all around the world, and has been in hundreds of different difficult positions, but never yet has anything been found that can hold him a prisoner. To-night he will attempt to escape from one of the most dangerous positions imaginable. A large iron can is to be brought upon the stage, filled with water, when Nicola will be submerged under water, a cover securely locked on with several padlocks. When one stops to consider that Nicola is under water holding his breath during the entire progress of this test, it can be readily seen in what a dangerous position it places him, he must make his escape in a remarkably short space of time or drown.

On Monday night which is to be Nicola's last performance here, a Chinese gentleman who thinks his device will surely defeat Nicola has asked permission to place him in a Chinese death-cage. Nicola's hands will be handcuffed behind his back and he will be hanged by the neck in the cage. How he expects to get out of this most gruesome position is a deep mystery. These remarkable feats are surely out of the ordinary and will certainly attract crowded houses.

THE CHINESE SPORTS.

TEAM SELECTED FOR HANKING.

The team has been selected for the Nankin Sports which are to take place on the 17th inst. It is a strong combination and should give the Northerners a hot time in the different events, although they have many good runners up North. Liberal contributions have been subscribed by the Chinese community towards the expenses of the local team. The Southern team will be leaving on Tuesday next, and it is composed as follows:—

Lam Tok Hang, F. g. Kai Ming, Kwok Shin Yau, Kwok Shiu Chung, Ma Nai Sheung, (K.K.) Tsai Kin Fat, Wong Shao Lie (Q), and Chung U Pui (D).

Football: E. yin—Lam Yek Hang (W), Fung Kai Ming (Cap), Q. yin's College, Mok Hing (D), Lai Kung Ho (S), Chu Siu (Q), Leung Man Shing (W), Kwok Shin Yau (K), Kadoorie, Kwok Shiu Chung (K.K.), Kwai Sam (W), Ma Nai Sheung (Q), and Tsai Kin Fat (A). The reserve is Kwok Shin Yau (K.K.).

Q. yin's College, D.—Diocesan School, Wanchai District School, K.K.—Ellis Kadoorie School.

The new petition of the Hing Sun and the standard Oil Companies has already begun to develop an acute character, reports the *Lat Pau*, and the Japanese oil companies are placed in a most embarrassing situation. They cannot afford to reduce their prices, and yet, if they maintain present rates, they will lose the market.

FAIR LUSITANIA.

(Continued)

On Tuesday came the tidings of the deplorable crime which has been committed in Lisbon. All friends of Portugal had been dreading an attempt at some such outrage as the unspeakable tragedy which made Queen Amalia a widow, and robbed King Manuel of his father and his brother. But no one could have foreseen the bitter tragedy of a republic can, revolution in the capital, and the defection of the King's military and naval forces. This young king, in every way estimable and lovable, has during his short reign won the warmest affection from all who came into personal relations with him. Not only is he gentle, generous, and brave, but he is said to possess a sagacity and shrewdness beyond his years. The rashly element in Lisbon and the mulish portion of the troops have for a time succeeded in proclaiming that outrage on decency and common sense—the Republic of Portugal! But the Nation at large is not in sympathy with these pirates, and we may look forward to a peaceful re-establishment of order under the Monarchy. The Miguelistas are surely too chivalrous, too observant of the "pundonor," to take advantage of such a disgraceful affair to push the claims of the exiled House of Braganza. Nor would the latter desire of a return to power under such conditions. We trust that our neighbours and friends in the Portuguese Colonies will keep their king's flag flying, and show to the world that if loyalty and fidelity were everywhere else alike, they would still be found green and flourishing by the garden of Camoes.

ANOTHER HARBOUR THEFT.

\$300 WORTH OF JEWELLERY STOLEN FROM JUNK.

Another robbery in the waters of the Colony has been reported to the Water Police. It appears that at about 10 p.m. last night, a boat containing four men armed with knives and choppers boarded a junk anchored in Tsan Wan Bay and after having forced the crew into the hold, ransacked the craft, from which they carried away money, jewellery and clothing to the total value of about \$300. The Police are making inquiries.

KOWLOON-CANTON RAILWAY.

CHIEF ENGINEER'S CERTIFICATE.

It is not that Mr. E. S. Lindsey, Chief Resident Engineer of the Kowloon-Canton Railway (British section), having certified in writing to the Officer Administering the Government in Council, as required by section 16 of the Railways Ordinance, 1909 (Ordinance No. 21 of 1909), that he has made a careful inspection of the British Section of the Kowloon-Canton Railway and of such of the rolling stock as has already been put on the rails, and that he is of opinion that the works and rolling stock are in a sound condition and that the railway can be opened for the public carriage of passengers without danger to the public using it, the British section of the said railway was opened for the public carriage of passengers on the 1st instant.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Tuesday next. Following are amongst the orders of the day:—

Report of the Committee appointed to consider the question of enclosing the verandahs on the South block of the Hongkong Hotel.

Report of the Committee appointed to consider the question of the selection of a suitable area for offensive trades in Sham Shui Po. Minute by the Head of the Sanitary Department relative to permanently unoccupied market stalls.

Correspondence relative to the work done by the Sanitary staff at the collapse in Morrison Street.

Correspondence relative to the closing of a well in the kitchen of No. 58 Hollywood Road.

List of legal proceedings taken by this Department against persons for breaches of the Public Health and Buildings Ordinances 1905-1909 for the month of September, 1910.

New Goping pays a dividend of 1/5 and Goping one of 2/6.

The Registry and the Accessible Declaration Acts, 1910, are published in the *Gazette*.

The current issue of the *Gazette* contains the scale of postage rates on parcels to New Zealand which came into force on 1st inst.

MR. Oscar Hammerstein, of New York, announces his intention to begin and complete within a year the erection of an opera house seating 3,000 on a site in Kingsway, London.

VINCE Walsh McLean, a baby, ten months old, who is heir-presumptive to £200,000, landed at Hymouth from New York on September 5, and proceeded to London.

DURING last year 310,000,000 passengers were carried on Indian railways, which made a profit of £14,000. The average charge to passengers was just over a fifth of a penny per mile.

A PARTY of forty Maoris are about to leave Wellington for a tour abroad. They will first visit Great Britain and then go across to the Continent. According to present arrangements the return journey will be made by way of Russia, Siberia, and China.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. Robert Baker to act as Chief Resident Engineer and Manager of the Kowloon-Canton Railway (British section), during the absence from the Colony of Mr. E. S. Lindsey or until further notice, with effect from 4th inst.

The baggage and personal effects of the Consular Officers of the Netherlands, the United States of America, the Republics of Mexico, Cuba and the Argentine, duly accredited to Hongkong, and those of their families and suites are exempted from all the provisions of the Liquor Ordinance.







Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 11 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 2TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"MONTEAGLE" WEDNESDAY, JAN. 25TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Japan" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Ministers, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Government of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) and the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... 43.  
Via New York ..... 45.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. BRADDOCK, General Traffic Agent,  
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	WINGSANG	TUESDAY, 11th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	FRIDAY, 14th Oct., Noon.
TIENTSIN	CHEONGSHING	FRIDAY, 14th Oct., Noon.
MANILA	LOONGSANG	FRIDAY, 14th Oct., 4 P.M.
SANDAKAN via JESSELTON	MAUSANG	SUNDAY, 16th Oct., Daylight.
MANILA	YUENSANG	FRIDAY, 21st Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 28th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaitang, Namang* and *Fookang* leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.  
‡ Taking Cargo on through Bills of Lading to Kyoan, Labad, Datu, Simporan, Tawao, Uaukan, Jesselton and Labuan.

For Freight or Passage, apply to  
JARDINE MATHESON & CO., LD.,  
General Managers.  
Hongkong, 8th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	8th Oct., Midnight.
MANILA	"TEAN"	11th " 4 P.M.
CHEFOO & NEWCHWANG	"PAOTING"	13th " 4 P.M.
ILOILO & ORBU	"KAIPOING"	13th " 4 P.M.
SHANGHAI	"OHEKAN"	13th " 4 P.M.
CHEFOO & TIENTSIN	"KOEIKOW"	18th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.  
DIRECT SAILING TO WEST RIVER, Twice Weekly.  
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SORROW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloons.

FAST SCHEDULE TWIN-SORROW STEAMERS (*Anhui, Chefoo, Lintan, Chinan*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Nanking China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Telephone No. 16.  
Hongkong, 8th October, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
LAIRO	8540	A. Fraser	MANILA	SATURDAY, 15th Oct., at Noon.
ADRI	8540	R. Rodger	"	SATURDAY, 22nd Oct., at Noon.

For Freight or Passage, apply to  
SHEWAN TOMES & CO.,  
27, 29 & 31, MANAGER.  
Hongkong, 8th October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct line service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA, MOJI, KOBE AND YOKO.	"CHICAGO MARU" Capt. I. Goto.	6,182	WEDNESDAY, 2nd Nov., at Noon.
VICTORIA and TACOMA, MOJI, KOBE AND YOKO.	"TACOMA MARU" Capt. H. Yamamoto.	6,178	WEDNESDAY, 30th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcel. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"DAIGI MARU" Capt. H. Muriyama.	TUESDAY, 11th Oct., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. Y. Yamamoto.	WEDNESDAY, 12th Oct., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOSHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class. \$73.00 2nd Class. \$55.00 3rd Class. \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 7th October, 1910. S. HIRO, Manager.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DISTINCTIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SHANGHAI, PENANG, SINGAPORE, COLOMBO AND PORT SAID	IYO MARU, Capt. R. Takada, Tons 7000 RIBANO MARU, Capt. H. Fraser, Tons 9000 TAKO MARU, Capt. A. Christensen, Tons 8000	WEDNESDAY, 12th Oct., at Daylight. WEDNESDAY, 16th Oct., at Daylight. WEDNESDAY, 19th Nov., at Daylight.
VICTORIA, B.C., & SEATTLE	SADO MARU, Capt. S. Hirtadai, Tons 7000	SATURDAY, 5th Nov. From KOBE.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	INABA MARU, Capt. K. Kato, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 1000	TUESDAY, 11th Oct., at Noon. TUESDAY, 8th Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winckler, Tons 6200	FRIDAY, 25th Oct., at Noon. FRIDAY, 25th Nov., at Noon.
BOMBAY via SINGAPORE & COLOMBO	ORYLON MARU, Capt. Fred. Pyne, Tons 6000	TUESDAY, 18th October.
SHANGHAI, MOJI & KOBE	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000	WEDNESDAY, 12th October.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler, Tons 6000 KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 26th Oct., at Noon. THURSDAY, 13th Oct., at 5 P.M.

† Fitted with new system of wireless telegraphy. ‡ Cargo only. \* Carries deck passengers. † Calling at Saigon.

PASSENGER SEASON 1911. SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIVASAKI MARU	9,000	15th Feb.	To Marseilles and London via Suez Canal.
KITANO	9,000	15th March	To London, per New Steamer
IYO	9,000	25th "	1st class Single... 50
HIRANO	9,000	25th "	2nd class Single... 35
TANAO	9,000	15th April	" " " " " " " "
KAMO	9,000	25th "	" " " " " " " "
AKI	7,000	10th May	" " " " " " " "
MISHIMA	9,000	24th "	" " " " " " " "

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU	7,700	28th Feb.	To Pacific Coast Common Ports
INABA	7,700	28th March	1st class Single... 50
TAMBA	7,700	25th April	2nd " " " " " "
AWA	7,700	23rd May	To London via New York 1st " " " " " "

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to  
T. KUSUMOTO,  
Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, ORYON, AUSTRALIA, INDIA, ADMN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for SATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "ASIA" Captain Owen Jones, R.N.R., carrying R.M. Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 15th October, 1910, at Noon, taking Passengers and Cargo for the above Port in connection with the Company's S.S. *India*, 7,912 tons, from Colombo, Passengers' accommodation is in the vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 26th November, 1910.

Parcels will be received at this Office, until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 3rd October, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON NEW YORK S.S. "MUNCASTER CASTLE" On about 8th Oct.

For Freight and further information, apply to  
DODWELL & CO., LIMITED,  
Agents.  
Hongkong, 3rd October, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, DUNKIRK AND ANTWERP

THE Steamship "GLAMORGANSHIRE," Captain H. C. Norris, will be despatched as above about 12th instant.

For Freight or Passage, apply to  
JARDINE, MATHESON & CO., LTD.,  
Agents.  
Hongkong, 3rd October, 1910.

SOCIETA ANONIM NAZIONALE DA SERVIZI MARITIMI SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESEINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAHAB, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "ICHIA," Captain Belaito, will be despatched as above on WEDNESDAY, the 12th October, at Noon.

For further Particulars regarding Freight and Passage, apply to  
CARLOWITZ & Co.,  
Agents.  
Hongkong, 30th September, 1910.

"INDRA" LINE, LIMITED.

FOR BOSTON AND NEW YORK.

THE Steamship "INDRAWADI," Captain W. Gray Williams, will be despatched as above on or about 15th Oct.

For Freight apply to  
JARDINE, MATHESON & CO., LD.,  
Agents.  
Hongkong, 19th September, 1910.

HONGKONG-NEW YORK. AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INDRAVELLI" On or about 21st October, 1910.

For Freight and further information, apply to  
SHEWAN, TOMES & CO.,  
General Agents.  
Hongkong, 12nd September, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, VANCOUVER AND SEATTLE SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	On about
Kumari	6,237	G. R. McGill	20th Oct.
Aymari	4,553	J. Boyd	20th Nov.

Calling at Amoy and Keelung if sufficient inducement offered.

These steamers are specially fitted for the carriage of Asiatic Steaming passengers. PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.  
Queen's Buildings,  
Hongkong, 27th September, 1910.

Consignee.

FROM EUROPE.

THE H. A. L. Steamship "ARMENIA," Captain Robde, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Company, Limited, whence delivery may be obtained against Bill-of-Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO Ex as follows from Genoa:  
HAMBURG-AMERIKA LINE, Hamburg Office.  
Hongkong, 4th October, 1910.

NORDDOITSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "YORCK," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of October, at 9.30 A.M.

All claims must reach us before the 10th of October, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDOITSCHER LLOYD, MELOERS & Co., General Agents.  
Hongkong, 5th October, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer "PESHAWUR," Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Company's Godowns at Kowloon, whence delivery may be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 3rd October, 1910.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMSANG," having arrived from the above Ports, Consignees of Cargo by the above vessel are hereby informed that their Goods will be delivered from the Godowns at Kowloon, whence delivery may be obtained as soon as the Goods are landed.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LD., General Agents.

Hongkong, 7th October, 1910.







## SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	Reserve \$1,500,000 At working account \$1,000,000	1/2% for first half year ending 30.6.10 @ 1/2% 1/2% = 2 1/2%	5%	\$925 sellers
National Bank of China, Limited	99,925	7	6	Reserve \$4,000,000 At working account \$3,000,000	2% (London 2/6) for 1909	---	\$76 buyers
<b>MARINE INSURANCES.</b>							
Capitol Insurance Office, Limited	10,000	\$250	\$50	Reserve \$1,500,000 At working account \$1,000,000	1/2% for 1908	1 1/2%	\$105 sales
North China Insurance Company, Limited	10,000	15	15	Reserve \$1,500,000 At working account \$1,000,000	Final of 7/5 making 15/10 for 1908	5%	Tls. 215
Wahdo Insurance Society of Canton, Limited	12,400	\$250	\$100	Reserve \$1,500,000 At working account \$1,000,000	Final of 3/6 per share, making in all 3/6 per share for 1908 and an interim dividend of 3/6 per share for 1909	---	\$85 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	Reserve \$1,500,000 At working account \$1,000,000	1 1/2% for year ending 31.12.08 and interim of 3/6 on account of 1909	7%	\$200
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$80	Reserve \$1,500,000 At working account \$1,000,000	3/6 and bonus 3/6 for 1908	7%	\$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	Reserve \$1,500,000 At working account \$1,000,000	3/6 for 1908	5%	\$160 buyers
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	20,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	1/2% for 1908	---	\$10 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	2 1/2% for year ending 30.6.1908	---	\$23 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	Reserve \$1,500,000 At working account \$1,000,000	Dividend of 1/2% for 30.6.10	5%	\$31 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	45	45	Reserve \$1,500,000 At working account \$1,000,000	1/2% for 1907 on Preference shares only @ 1/2% 1/2% = 1 1/2%	---	\$58 sellers
Do. (Deferred)	60,000	45	45	Reserve \$1,500,000 At working account \$1,000,000	Final div. of 2/5 per sh. (coup. 14) making in all 4/5 per sh. for 1908 and an int. div. of 1/2% per sh. on acc. for 1909	5%	\$17 sellers
"Shell" Transport and Trading Company, Limited	3,000,000	1	1	Reserve \$1,500,000 At working account \$1,000,000	A dividend of 7 1/2% for year ending 30.4.1910	5%	\$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	Reserve \$1,500,000 At working account \$1,000,000	A bonus of 5%	5%	\$10 buyers
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	Reserve \$1,500,000 At working account \$1,000,000	5% for half year ending 30.6.1910	6%	\$147 sellers
Lazoo Sugar Refining Company, Limited	7,000	\$100	\$100	Reserve \$1,500,000 At working account \$1,000,000	5% for 1897	---	\$15 buyers
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	Reserve \$1,500,000 At working account \$1,000,000	Interim of 1/6 for 1910 (coupon No. 14)	9%	Tls. 25 sellers
Headwaters Mining Company	60,000	10	10	Reserve \$1,500,000 At working account \$1,000,000	First year	---	Tls. 10
Raub Australian Gold Mining Company, Limited	150,000	1	1	Reserve \$1,500,000 At working account \$1,000,000	5% per share 19th dividend	5%	\$7
Oriental Consolidated Mining Co., Ltd.	500,000	10	10	Reserve \$1,500,000 At working account \$1,000,000	Final of Gold 30.6.10 for 1909 in all 6 1/2%	---	\$10
Docks, Wharves & Godowns.							
Farwick (Gos.) & Co., Limited	18,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	3 1/2% for year ending 31.12.06	---	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	Reserve \$1,500,000 At working account \$1,000,000	3 1/2% for 1909	4 1/2%	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	3 1/2% for half year ended 30.6.19	---	\$50 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 5,700	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Final of Tls. 3 1/2% making Tls. 6 in all for year 30.4.19	8%	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Interim of Tls. 3 for 1910	7%	Tls. 108
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Tls. 6 for year ending 30.6.10	5 1/2%	Tls. 97 sales
Central Stores, Limited	50,123	\$15	\$15	Reserve \$1,500,000 At working account \$1,000,000	8 1/2% for 1909	8%	\$12 sales
Hongkong Hotel Company, Limited	25,000	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	5 1/2% on old shares 5 1/2% on new shares for half year ending 30.6.10	5 1/2%	\$103 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	Reserve \$1,500,000 At working account \$1,000,000	Interim of 3 1/2% for 1910	7%	\$74
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	45 cents for 1909	6%	\$100 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	3 1/2% for 1909	8%	\$74 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Reserve \$1,500,000 At working account \$1,000,000	Interim of Tls. 3 for 1910	6 1/2%	Tls. 111 sales
West Point Building Company, Limited	12,500	\$50	\$50	Reserve \$1,500,000 At working account \$1,000,000	Interim of \$1.50 for 1910	8 1/2%	\$39
<b>COTTON MILLS.</b>							
Kwo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Reserve \$1,500,000 At working account \$1,000,000	Tls. 22 for year ending 31.12.09	8 1/2%	Tls. 103 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	50 cents for year ending 31.7.08	---	\$53 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Reserve \$1,500,000 At working account \$1,000,000	Tls. 7 1/2 for year ending 30.9.09	10%	Tls. 47 buyers
Loon-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Tls. 4 for 1909	10%	Tls. 50
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Reserve \$1,500,000 At working account \$1,000,000	Tls. 25 for 1909	17%	Tls. 220
<b>MISCELLANEOUS.</b>							
Bell's Asbestos Eastern Agency, Limited	8,004	12 1/2	12 1/2	Reserve \$1,500,000 At working account \$1,000,000	15% per share for 1909	---	28 sellers
China-Borneo Company, Limited	50,000	\$12	\$12	Reserve \$1,500,000 At working account \$1,000,000	60 cents for 1909	6 1/2%	\$22 sellers
China Light and Power Company, Limited	50,000	\$12	\$12	Reserve \$1,500,000 At working account \$1,000,000	60 cents for year ended 31.12.06	---	\$1.40 sellers
Do. Do. Special shares	50,000	\$12	\$12	Reserve \$1,500,000 At working account \$1,000,000	60 cents for 1909	10%	\$8
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	5 1/2% for year ending 31.7.09	6 1/2%	\$19 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	Reserve \$1,500,000 At working account \$1,000,000	Interim of 15 cents per share for 1910	10%	\$4.65
Green Island Cement Company, Limited	400,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	14 per cent, viz. \$1.40 for 1909	12%	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 31.12.10	6%	\$11 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	Interim of \$1 per share for 1910	6%	\$15
Hongkong Ice Company, Limited	5,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	Interim of \$1 making in all \$2 for 1909	9%	\$20 1/2 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	Interim dividend of Tls. 1 1/2 15th March	5%	Tls. 1.050 sales
Maatschappij of Mijne, Bosch en Landbouwerij in Langkat, Limited	25,000	Gs. 100	Gs. 100	Reserve \$1,500,000 At working account \$1,000,000	80 cents on fully paid shares and 8 cents on 31 paid shares for year ending 30.4.10	5 1/2%	\$19 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	None	5 1/2%	\$14 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	None	---	\$8
Philippine Company, Limited	25,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	None	---	Tls. 12 1/2 sales
Shanghai-Sumatra Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Reserve \$1,500,000 At working account \$1,000,000	No dividend this year	---	\$20 sellers
Societe des Papiers et Papeteries du Tonkin	15,000	50	25	Reserve \$1,500,000 At working account \$1,000,000	Firm year	---	\$20 sellers
South China Mining Post, Limited	6,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	None	---	\$200 Hongkong currency
Steam Laundry Company, Limited	20,000	\$25	\$25	Reserve \$1,500,000 At working account \$1,000,000	None	---	\$20 sellers
Union Waterboat Company, Limited	10,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	60 cents for year ending 31.12.08	8%	\$20 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	15% per ordinary sh. for year ended 31.5.10	5%	\$11 1/2 sellers
Watkins Limited	10,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	35 cents for 1909	5%	\$8 sellers
Watson (A.S.) & Co., Limited	20,000	\$10	\$10	Reserve \$1,500,000 At working account \$1,000,000	5% for 1909	---	\$8 buyers
William Powell, Limited	15,000	\$7	\$7	Reserve \$1,500,000 At working account \$1,000,000	None	---	\$8 buyers

## Hotel.

## BELLE VIEW HOTEL,

SHAUKIWAN ROAD,

Telephone No. 807.

## A PLEASANT RESORT OF HONGKONG.

Iced Drinks. Best Brands of Liquors served at separate tables on the Lawn or Verandah.

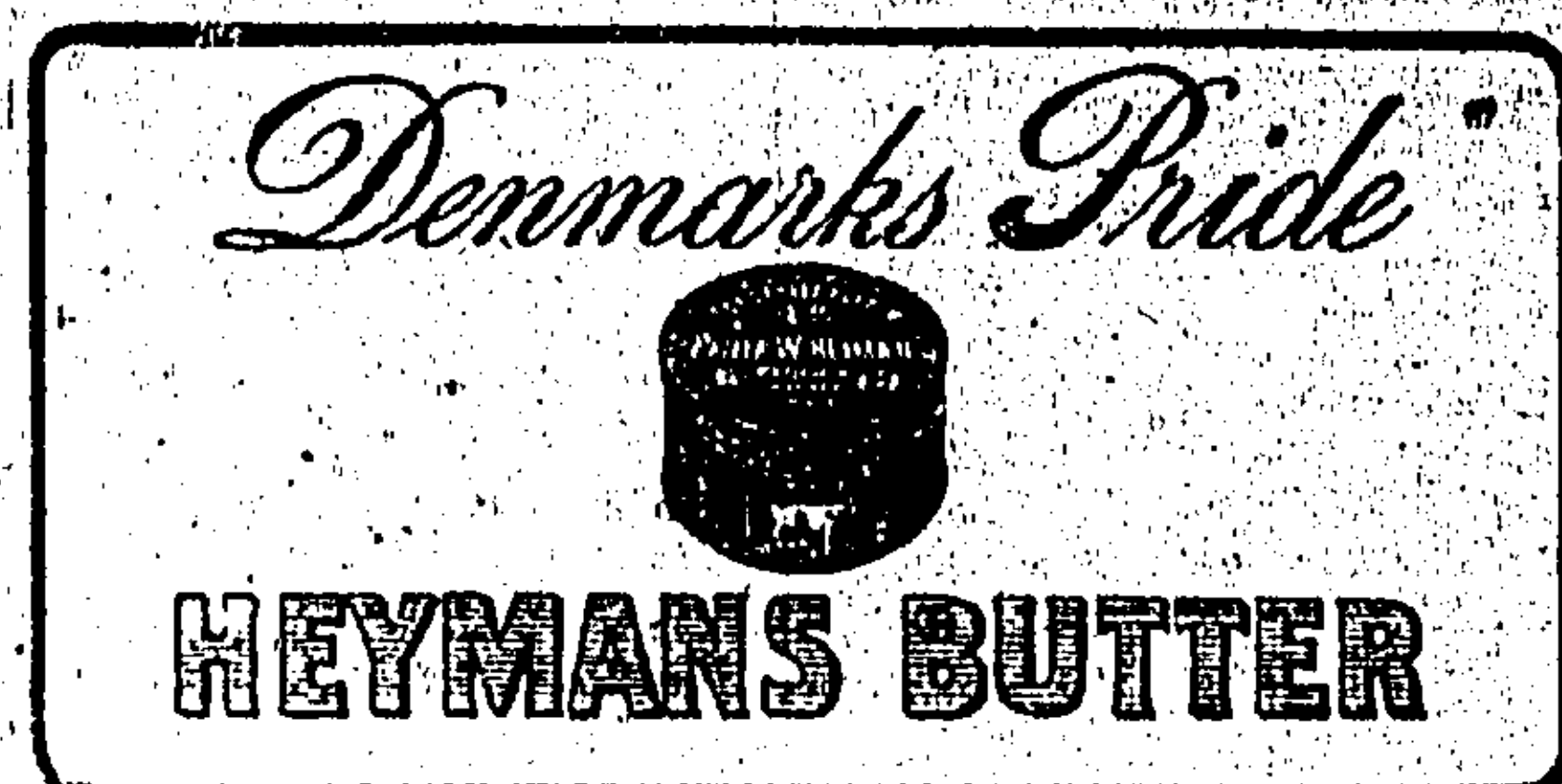
## MEALS A LA CARTE AT ALL HOURS.

Comfortable accommodation.

W. GALLAGHER,  
Manager.

Hongkong, 6th October, 1910.

## Intimations



SIEMSEN &amp; CO., Sole Agents.

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## PEAK TRAMWAYS COMPANY LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes  
10.00 a.m. to 11.00 a.m. Every 15 minutes  
11.30 a.m. to 12.45 p.m. Every 15 minutes  
12.45 p.m. to 1.15 p.m. Every 10 minutes  
1.15 p.m. to 1.45 p.m. Every 15 minutes  
1.45 p.m. to 2.15 p.m. Every 10 minutes  
2.15 p.m. to 3.00 p.m. Every 15 minutes  
3.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 6.00 p.m. Every 10 minutes

## NIGHT CARS.

6.45 p.m. and 9 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes  
9.00 a.m. to 9.15 a.m. Every 30 minutes  
9.15 a.m. to 10.30 a.m. Every 15 minutes  
10.30 a.m. to 11.00 a.m. Every 10 minutes  
11.00 a.m. to 12.00 noon Every 15 minutes  
12.00 noon to 1.00 p.m. Every 10 minutes  
1.00 p.m. to 5.00 p.m. Every 15 minutes  
5.00 p.m. to 6.00 p.m. Every 10 minutes  
6.00 p.m. to 7.00 p.m. Every 15 minutes  
7.00 p.m. to 8.00 p.m. Every 10 minutes

## NIGHT CARS as on Week Days.

## SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 12.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, DES VUEX ROAD CENTRAL.

JOHN D. HUMPHREYS &amp; SON, General Managers.

HONGKONG, 21st April, 1910.

## HUNG ON &amp; CO.

## SHOW ROOM AND STORE

at the Premises formerly occupied by A. CHEE &amp; CO.

17A, QUEEN'S ROAD CENTRAL.

## GENERAL UPHOLSTERERS AND FURNITURE

IMPORTERS AND DEALERS.

## CROCKERY, Cutlery, Electro and Silver

Plated, Glass and Iron Ware of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 21st June, 1910.

## FURNITURE WAREHOUSE

## LI KWONG LOONG &amp; CO.

GABINET-MAKERS AND ART-DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 25, DES VUEX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Office, Messrs. A. &amp; C. Watson &amp; Co., and other leading Establishments in the Colony, to whom references can be made as to the Superior Workmanship and Materials of the Furniture, etc. supplied.

Messrs. A. &amp; C. Watson &amp; Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the American in our Dispensary and gave us every satisfaction."

(Sd.) A. &amp; C. WATSON &amp; CO., 15th May 1910.

ORDERS promptly attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 21st April, 1910.

## For Sale.

## JUST RECEIVED AND FOR SALE FROM THE

## AGRICULTURAL &amp; HORTICULTURAL ASSOCIATION OF LONDON,

A Selection of Best Varieties of their famous and tested

## VEGETABLE and FLOWER SEEDS

## GARDEN FERTILISERS,

Books on Gardening, &amp;c.

## ALSO FROM

## WARD LOCK &amp; CO, LONDON,

## BOOKS

for Reference, Gift and Presentation.

Mrs. Beeton's Book of Household Management.

Mrs. Beeton's Family Cookery.

Popular Scientific Recreation.

The Science of the Hand.

The Art of Modern Conjugation.

## POCKET DICTIONARIES:

Spanish-English and English-Spanish.

German-English and English-German.

French-English and English-French.

Italian-English and English-Italian.

Latin-English and English-Latin.

ROMAN CATHOLIC PRAYER BOOKS, &amp;c., &amp;c.

Inspection invited.

GRACE &amp; CO., 27, DES VUEX ROAD, HONGKONG.

Hongkong, 7th October, 1910.

## NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPER are required for the use of the Troops leaving next month in the S.S. "Robilla" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910.

## NEW SHOP!

## JUST OPENED!!

## DO NOT MISS LOOKING AT

## OUR WONDERFUL SELECTIONS OF

## RARE JEWELS,

&amp;c., &amp;c., &amp;c.

## MOHIDEEN &amp; CO.

Dealers in

## OBYLON PRECIOUS